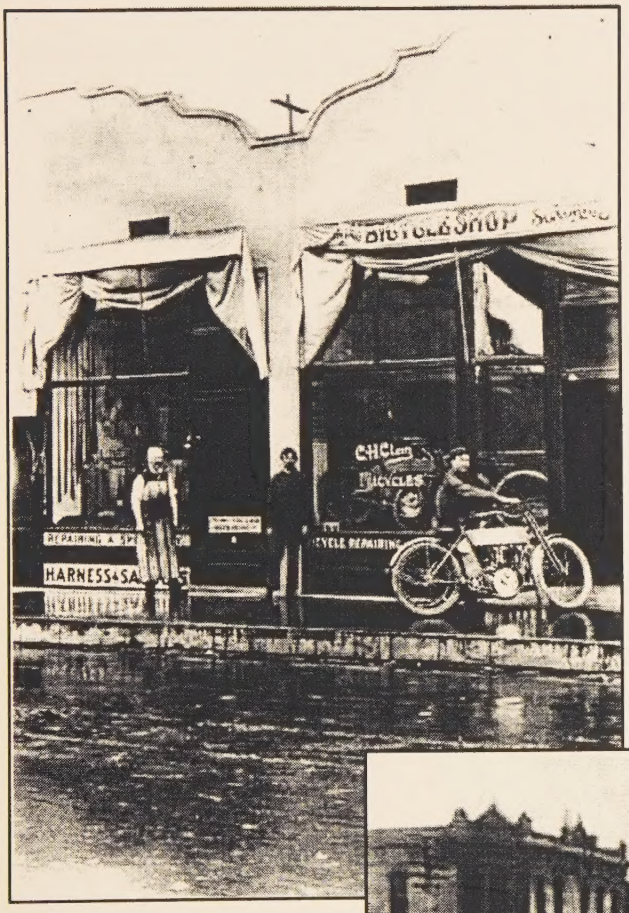
97 00355

DOWNTOWN REDLANDS SPECIFIC PLAN



City of Redlands
Specific Plan No. 45
Adopted June 1994

City of Redlands

Community Development Department

Administrative Services Department

Photo above:
C. H. Clem Bicycle Shop,
207 Citrus Avenue,
c. 1907
Photo right:
State State looking west from Orange Avenue (site of the existing Redlands Mall), c. 1896

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
APR 18 1997
UNIVERSITY OF CALIFORNIA

As Amended to November 1996


Digitized by the Internet Archive
in 2025 with funding from
State of California and California State Library

https://archive.org/details/C124916191

DOWNTOWN REDLANDS SPECIFIC PLAN

(Specific Plan No. 45)

CITY OF REDLANDS

Adopted June, 1994

Incorporating Amendments Through
November 19, 1996

CITY COUNCIL

Swen Larson, Mayor

Pat Gilbreath, Mayor Pro Tem

Bill Cunningham

Geni A.S. Banda

Gilberto Gil

PLANNING COMMISSION

Diane Christensen, Chairperson

Paul Thompson, Vice Chairman

Gerald Hanson

Jonathan Harrison

Tom Osborne

Bill Turnpaugh

George Webber

CITY STAFF

Jeffrey Shaw, AICP, Director of Community Development
Eric Norris, AICP, Principal Planner

Revised Specific Plan Prepared By
James Wandrie, University of Redlands

This page intentionally blank to preserve page order.

Downtown Redlands Specific Plan

City of Redlands, California

CONTENTS

APPENDICES

SUPPORTING STUDIES AND DOCUMENTS

Published as separate documents:

Master Action Plan: Redlands Redevelopment Agency and the City of Redlands, California Gerald Gast, Urban Design and Architecture. Adopted by City Council and Redlands Redevelopment Agency, March 7, 1989.

Retail Market Opportunity Analysis: Downtown Redlands. Marketing for Professionals, Inc. November, 1989.

Assessment of Office, Industrial and Multi-family Residential Market Demand and Development Opportunities in Downtown Redlands. Keyser-Marston Associates, Inc., 1988.

Redlands and I-10 Corridor Office Market Analysis. Alfred Gobar and Associates, Inc., 1987.

The Redlands Santa Fe Depot District. National Register of Historic Places Nomination, AEGIS, Planning for Historic Preservation, 1990.

I. INTRODUCTION

A. Purpose of the Specific Plan

The purpose of the Downtown Redlands Specific Plan is to provide a comprehensive set of standards for land use, development design and public improvements for the northern portion of the Redlands Town Center.

The primary goal of the Specific Plan area is to create a compact, pedestrian-oriented environment that is consistent in character and density with the older Redlands Town Center. The Specific Plan area should be viewed as an extension of the existing Town Center northward to the I-10 Freeway. It should form a prominent "gateway" to downtown Redlands from the Freeway, and avoid becoming a freeway-oriented area dominated by the automobile.

The Specific Plan area contains a large number of underdeveloped properties. Together they create an important opportunity to contribute to the city's economic development and provide local employment, shopping, service and entertainment facilities that will further strengthen the greater downtown area. Since the development pattern that takes place in this area during the next decade is likely to last well into the next century, it is important for the City to carefully plan land use, design character and public improvements that address ***future*** needs and opportunities, with an outlook beyond present conditions.

A special opportunity presented by the Specific Plan area is its rich historic resources. The area contains many of Redlands' oldest buildings, including the historically significant Santa Fe Depot, adjacent citrus packing houses and row of turn-of-the-century commercial buildings on Orange Street. In 1991, the historic area was listed on the National Register of Historic Places as the "Redlands Santa Fe Depot District." This area should be carefully preserved, and its buildings adapted to modern uses, with new development sensitively integrated into the district.

Because of the unique physical conditions of the area, and the critical role it will play in downtown Redlands' future, the Specific Plan has been selected as the most effective strategy to guide future development.

B. The Specific Plan Area

The boundaries of the Specific Plan area are shown on the map below, Figure 1. A legal description of the area is provided in Appendix A.

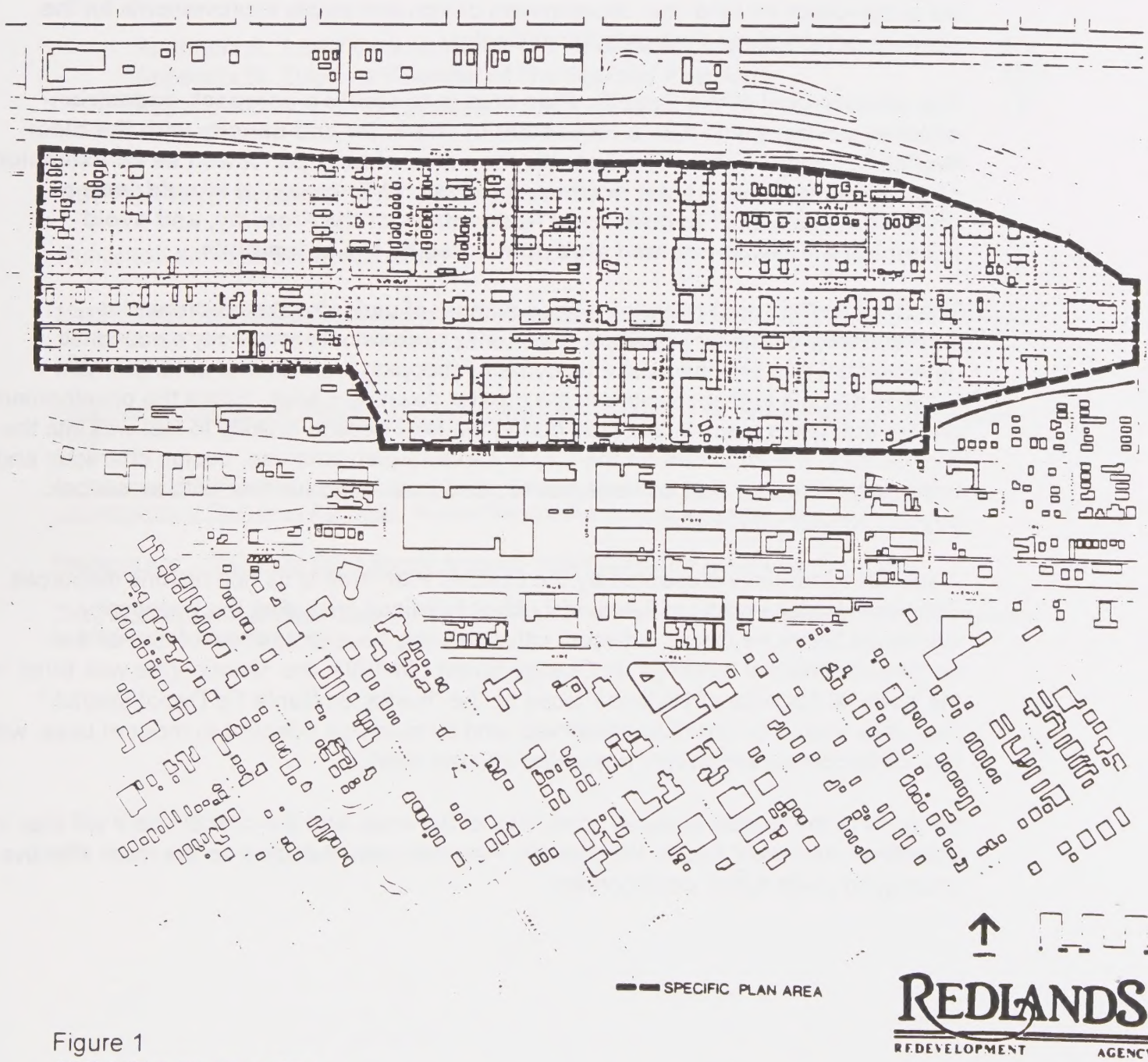


Figure 1
SPECIFIC PLAN AREA

C. Relevant State Law

California State Law authorizes cities with complete General Plans to prepare and adopt Specific Plans in accordance with Government Code Section 65450. Specific Plans are used as a bridge between the General Plan and individual development proposals. The Specific Plan normally combines zoning regulations, a capital improvement program, development standards, design guidelines, and other regulations or policies tailored to meet the needs of the Specific Plan area.

The Specific Plan must, by law, include a description of the following:

1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

2. The proposed distribution, location, extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

4. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.

The Specific Plan may address any other subjects which, in the judgment of the planning agency, are necessary or desirable.

A Specific Plan shall be prepared, adopted, and amended in the same manner as a General Plan, except that a Specific Plan may be adopted by resolution or by ordinance and may be amended as often as deemed necessary by the legislative body.

No local public works project may be approved, no tentative map or parcel map for which a tentative map was not required may be approved, and no zoning ordinance may be adopted or amended within an area covered by a Specific Plan unless it is consistent with the adopted Specific Plan.

D. Relationship to the Redlands General Plan

The current Redlands General Plan was adopted in 1972, augmented by the Open Space and Conservation Element and Recreation Element adopted in 1988, and the Housing Element adopted in 1985. A General Plan Update is currently in process and scheduled for adoption in 1994.

The Specific Plan is consistent with the Goals and Objectives of the current General Plan. The following Goals and Objectives of the General Plan of 1972 are relevant to the Specific Plan Area:

- Economic Goal:

  - to provide for continued orderly and diversified economic growth in the City of Redlands and the adjacent area.

  Objectives:

  - to aid in the development of viable, stable, and attractive commercial areas.

  - to upgrade and improve existing commercial areas.

  - to encourage and promote orderly development and growth of industrial areas.

- Central Business District

  The General Plan recognizes the importance of revitalization of the Central Business district and states the following policies:

  - *Provide sufficient commercial land area within the City and Planning Area to meet the ultimate needs of the community when developed to capacity.*

  - *Promote the development of commercial facilities which are convenient to residents of the Planning Area.*

  - *Establish the Central Business District of Redlands as the principal commercial area within the city.*

- *Take full advantage of the excellent vehicular circulation system that presently exists and recognize that roadway improvements are attainable that will further enhance the central city's accessibility.*

- *Create a superior environment for shoppers, workers, visitors and residents.*

- Industrial

  - *Industrial development should take place within organized, well designed industrial subdivisions with adequate internal traffic circulation and all necessary utility installments.*

E. Land Use Summary

The highest and best economic use of the Specific Plan area is for expansion of Central Business District commercial uses. This should be balanced with allowance for service commercial activities that provide business and residential support services to the downtown area and neighboring housing districts. Manufacturing and light industrial uses in the city should be placed in larger planned industrial districts outside the downtown area.

This page intentionally blank to preserve page order.

II. GOALS AND POLICIES

Goal 1. *Develop the Specific Plan area as an extension of downtown Redlands, providing a high-quality pedestrian-oriented development character consistent with the rest of the Town Center.*

Policy 1.1 Encourage high-quality office, retail, entertainment and other related commercial uses.

Policy 1.2 Promote land uses that create local employment opportunities for Redlands residents, stimulate local economic development and reduce the need for local residents to commute to jobs outside the city.

Policy 1.3 Adopt development standards and design guidelines that require new development projects to be consistent with the traditional pattern of downtown development. Buildings are to be located at or near the front property line, with parking to the rear or side screened from public view.

Policy 1.4 Discourage freeway-oriented land uses, drive-through uses, and other activities that generate high traffic volume.

Policy 1.5 Encourage the use of public transportation and emphasize pedestrian circulation throughout the downtown area.

Goal 2. ***Provide opportunities for the expansion and development of small businesses that provide local services.***

Policy 2.1 Create a Service Commercial Area that encourages the development of vacant and under-used properties for business development.

Policy 2.2 Adopt development standards and design guidelines to insure high-quality projects that are compatible with neighboring residential and commercial uses.

Policy 2.3 Prohibit large-scale manufacturing and assembly, warehouse-storage complexes, large-scale service yards and other land uses that generate significant noise, odor or truck traffic. Locate these activities elsewhere in the city, outside the downtown area. The City and Redevelopment Agency shall work with existing businesses to locate suitable sites for expansion and relocation of these activities.

Goal 3. ***Provide public improvements for traffic circulation, flood control, utility services and aesthetic amenities that will attract new private investment and economic development.***

Policy 3.1 Give first priority to the widening of Eureka Street, between Pearl Avenue and Redlands Boulevard.

Policy 3.2 Improve collector and local streets as new development occurs.

Policy 3.3 Place emphasis on excellence in streetscape design. Provide high quality sidewalks, street trees, pedestrian lighting and directional signage.

Policy 3.4 Complete the Santa Fe Trail shoppers lane.

Policy 3.5 Complete pedestrian alley improvements in the 500 block of Orange Street.

Policy 3.6 Build a linear park along the Mission Zanja from Church Street to Ninth Street.

Policy 3.7 Develop a public parking structure and pedestrian plaza on Oriental Avenue, in the Santa Fe Depot District.

Policy 3.8 Develop the Santa Fe right-of-way as a pedestrian trail and bike path if the railroad vacates the property.

Policy 3.9 Make recommended infrastructure improvements to storm drainage, sanitary sewers and utilities throughout the Specific Plan area.

Policy 3.10 Expand the capacity of the Zanja storm drain by adding a new structure along the abandoned Southern Pacific railroad alignment.

Goal 4. ***Preserve historic buildings and sites.***

Policy 4.1 Emphasize rehabilitation and adaptive reuse of historic buildings and contributing buildings to the Santa Fe Depot District, developing new activities that contribute to downtown economic vitality.

Policy 4.2 Encourage adaptive reuse and rehabilitation of historic houses in the High Avenue area.

Policy 4.3 Encourage the preservation of other significant historic resources that exist throughout the plan area and have viable uses.

This page intentionally blank to preserve page order.

III. LAND USE

A. Background

Downtown revitalization is a significant part of Redlands' city-wide economic development objectives. The Downtown Revitalization Program initiated in 1983 dramatically strengthened downtown Redlands as the city's cultural, social and commercial center. During the period of 1984-88, new downtown development with over $23 million of private investment was completed. This was accompanied by nearly $20 million in public improvements, either completed or committed, to correct utility and drainage deficiencies, improve streets and sidewalks, provide additional parking, improve downtown building facades and acquire property for redevelopment.

1. Development Potential

Background studies[1] for the Downtown Master Action Plan and Specific Plan evaluated the market potential for retail, office, research and development, light industrial and multi-family residential spaced. The findings of the market studies concluded the growing "central place" role of the Interstate 10 corridor and increased potential to attract financial, technical, professional and research-development offices and services to downtown Redlands.

Citywide market demands were projected for the following:

- 50,000 - 60,000 square feet of office space per year during the period of 1988-1993.

- A cumulative total of 72,000 - 220,000 square feet of multi-tenant research and development space by 1995. This type of space is often occupied by offices and commercial services.

- The studies concluded that multi-family housing, both rental and owner occupied, did not appear to be a market-supportable use in the downtown area for the near future. This is due to the high cost of downtown land relative to other land in the city. As the overall downtown area improves, however, housing could become an attractive accessory use to retail developments on certain sites. A further potential for housing could derive from use of the

---

[1] Assessment of Office, Industrial and Multi-Family Residential Market Demand and Development Opportunities in Downtown Redlands. Keyser-Marston Associates, Inc. 1989. and Retail Market Opportunity Analysis: Downtown Redlands: Marketing for Professionals, Inc. 1989.

Redevelopment Agency's set aside funds to assist low and moderate income housing in the greater downtown area, including the Specific Plan area.

- The 1984 Downtown Revitalization Plan projected strong potential for specialty retail uses in the downtown area and recommended public improvements to create a high-quality pedestrian-oriented Town Center, that offers an alternative to typical suburban shopping centers of the region. As a result of the City and Redevelopment Agency's public improvement program, an ambitious reorganization of Redlands Town Center's promotional efforts, downtown retail sales have improved.

Downtown retail opportunities have been identified in the following categories: Specialty department store, "lifestyle" stores (books, cookware, specialty household goods), food specialties, fresh foods, restaurants-pubs, specialty apparel and shoes, and home furnishings.

The major concern in downtown's retail future is the future of Redlands Mall and the status of the Harris Department Store. Harris' immediate need for 25,000 square feet of space must be accommodated promptly if the store is to have a long term future in downtown Redlands. As the key "anchor" of downtown Redlands, the Harris store is of critical importance to both the Specific Plan area and overall downtown retail future. Studies completed for the Redevelopment Agency Master Action Plan illustrated proposals for adding up to 80,000 square feet of expansion space to the Mall.

2. Land Use Trends

The Specific Plan area is critical to downtown Redlands' economic future since it is the location of most of downtown's developable land. The strategic location of the area between the Interstate 10 freeway and downtown core is excellent, as is access to the freeway.

The land use trends within the Specific Plan area during the next decade are expected to be :

- Redevelopment of vacant and under used properties for new retail, office and restaurant-entertainment activities.

- Rehabilitation and adaptive reuse of older existing structures, including several buildings of historic significance in the Santa Fe Depot District.

- Redevelopment of vacant and under used properties for local service commercial businesses, primarily small local businesses that offer home, commercial and professional services. The central location and easy freeway access of the Specific Plan area makes it ideal for this group of activities.

3. Recommended Land Uses

Based on community objectives and market potential, the following land use activities are recommended for promotion and development in downtown Redlands, including the Specific Plan area:

- "Class A" office space in low rise, mixed-use courtyard-type buildings, typically 2-3 stories, similar to Redlands Centennial Plaza.

- Research and development space for professional and technical firms. Companies of this type frequently choose cities which offer high-quality living environments for their employees.

- High-quality commercial-retail, including specialty retail shops and services, emphasizing the pedestrian-oriented "Main Street" Town Center setting.

- Cultural activities and facilities with a regional audience.

- Restaurants, entertainment, cinema.

- Limited regional tourism - potential to attract visitors for cultural events, tours of historic buildings and parks, specialty shopping and entertainment.

4. Existing Residential Uses

Two small residential neighborhoods in the Specific Plan area comprise approximately 52 existing residences and 8.95 acres. The first is centered on Ruiz and Third Streets, north of Stuart Avenue. The second is focused on High Avenue, east of Sixth Street. The High Avenue neighborhood has several small houses that are examples of typical Redlands dwellings from the early part of the century, including the historically significant Bealle house.

- While the real estate value of properties in both neighborhoods is highest for commercial use, no action is planned to redevelop the area or discourage present residential use.

- The Plan allows for continued residential or conversion to commercial use, with the option left to the property owners.

- The Specific Plan eliminates the former Freeway Commercial (FC), Light Industrial (M-1), and Commercial-Industrial (C-M) land use designations in this area to insure that new commercial development is compatible with adjacent residential uses.

B. Permitted Land Uses

1. Land Use Districts

The Specific Plan area contains three primary land use districts (see Figure 2):

1.1 Town Center (TC) District

The Town Center (TC) District is the major land use designation of the Specific Plan area. The TC District emphasizes retail, office, specialty and restaurant-entertainment activities that serve the community and attract visitors from the region. Within the District, activities which are oriented to pedestrians are encouraged, especially activities that balance day and night use. Land uses such as drive-in and drive-thru businesses that generate high traffic volume are discouraged.

1.2 Town Center-Historic (TC-H) District

The Town Center-Historic (TC-H) District contains many of Redlands' original citrus packing houses, the historically-significant Santa Fe Railroad Depot and an important ensemble of turn-of-the-century commercial buildings on Orange Street. Preservation and rehabilitation of existing buildings is the primary objective in this area. New buildings are to emphasize architectural continuity with existing historic structures.

Permitted land uses in the TC-H district are the same as the Town Center (TC) district, with the exception of vending carts. Push carts and vending carts shall be permitted in the TC-H district. Specific regulations regarding licensing, vendor locations, the types of goods sold, and cart design shall be established by the City or Redevelopment Agency.

Development standards and design guidelines for the TC-H district differ from those stated in the Summary for the TC district.

The boundary of the TC-H District is different from the Redlands Santa Fe Depot District listed on the National Register of Historic Places.

1.3 Service-Commercial (SC) District

The Service-Commercial District encourages local service businesses, while permitting offices, housing and retail activities. Development standards and design guidelines insure that new service commercial development or rehabilitation-conversion of existing buildings are compatible with existing residential uses.

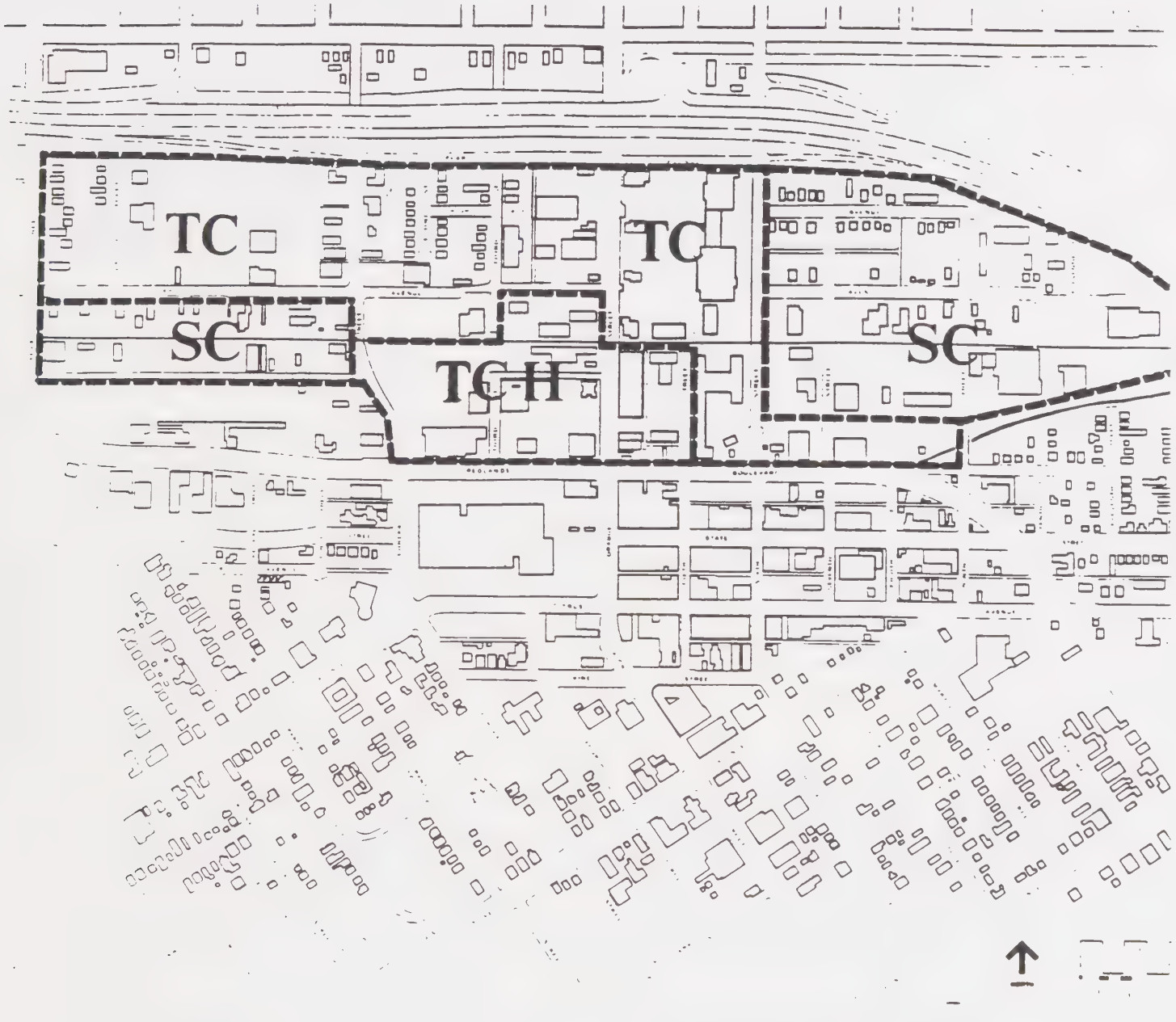


Figure 2.

SPECIFIC PLAN AREA LAND USE DISTRICTS

TC Town Center
TC-H Town Center-Historic District
SC Service-Commercial District

2. General Provisions

2.1 Application

The land use, development type and design character shall be consistent with the Specific Plan provisions contained in this document.

2.2 Relationship to Existing Uses

When proposed development abuts an established existing use, such new or remodeled development shall be designed to minimize adverse impacts on the existing use.

2.3 Relationship to Redlands Municipal Code

All uses shall be subject to the applicable provisions of the Zoning Ordinance of the City of Redlands. Where differences between the Specific Plan and Zoning Ordinance occur, the Specific Plan shall prevail.

2.4 Non-Conforming Uses and Changes in Use

Regulations regarding Nonconforming Buildings and Uses shall be as described in Section 18.184 of the Zoning Ordinance of the City of Redlands.

A change of occupancy shall require compliance with the Certificate of Occupancy procedures of the Zoning Ordinance of the City of Redlands, Section 18.188.

3. Permitted Uses

Table 1 lists land use classifications that are permitted, prohibited or permitted with a Conditional Use Permit. The categories listed in Table 1 are:

"P"	Permitted, subject to review by the Planning Commission.
"CUP"	Permitted with a Conditional Use Permit, and subject to review by the Planning Commission.
"NP"	Not permitted.

No building, structure or land shall be used, and no building or structure erected, structurally altered or enlarged, except as provided for in Table 1. All proposed uses

not listed in Table 1 shall follow the provisions of the Zoning Ordinance of the City of Redlands regarding Unlisted Uses (Sections 18.12.010 - 18.12.060).

Unlisted uses that are not found to be similar uses under the above provisions are not permitted.

Table 1
SUMMARY OF PERMITTED LAND USES
SPECIFIC PLAN AREA

USE TYPE **P - Permitted Use** **CUP - Permitted by Conditional Use Permit** **NP - Not Permitted**	**TC & TC-H** Town Center District and Town Center-Historic District	**SC** Service Commercial District
COMMERCIAL - OFFICE: Administrative and office	P	P
Shopping center	CUP	CUP
RETAIL SALES:		
Automobile sales (new or used)	CUP	CUP
Building supplies and services	CUP	P
Business supply retail	P	P
Convenience sales	P	P
Eating and drinking establishments (without drive-thru facilities)	P	P
Drive-thru restaurants	CUP	CUP
Food and beverage retail sales	P	P
General retail sales	P	P
Specialty retail sales	P	P
Auto parts and accessories	P	P
SERVICES:		
Automotive service station	CUP	CUP
Building maintenance services	NP	P
Business support services	P	P
Communication services	P	P
Entertainment, including theaters	CUP	CUP
Financial, insurance and real estate services	P	P
Drive-thru financial	CUP	CUP
Medical/health care services	P	P
Personal services	P	P

C. Property Development Standards

1. Town Center (TC) District

1.1 Minimum Lot Area: None required.

1.2 Maximum Floor Area: 2.0 times lot area. Enclosed parking structures shall not be counted toward the calculation of Floor Area Ratio.

1.3 Maximum Building Height and Number of Stories: Three stories, not to exceed a maximum building height of fifty-five (55) feet.

Building Height

Building height shall mean the vertical distance measured from the adjoining curb level to the highest point of the structure; provided, however, that where buildings are set back from the street line, the height shall be measured from the average elevation of the finished grade at the front of the building.

Building Height Exceptions

Appurtenances such as chimneys, open lattice structures, ventilators, flagpoles, steeples, pylons and towers with a maximum cross-sectional plan area of 100 square feet and meeting building code requirements may be permitted subject to the approval of the Planning Commission.

1.4 Setbacks

a. Minimum front setback: None

b. Minimum side street setback: None

c. Minimum interior side setback: No requirement, except when the property abuts an existing residential use. When abutting an existing residential use, the required side setback is five (5) feet. This requirement shall not apply when the project abuts an existing mixed use building that contains a residential use.

d. Minimum rear setback: No requirement. When abutting an existing residential use the required rear setback is fifteen (15) feet.

e. Setback from alleys: No requirement.

1.5 Building Lines

A minimum of 50% of the front ground-level facade of the building must be located within ten (10) feet of the property line. In the case of a multi-building complex, at least 50% of the front building setback line must be occupied by a building facade.

The intention of this requirement is to locate building fronts near the street, adjacent to sidewalks, to improve the pedestrian character of the Specific Plan area.

1.6 Landscaping

A minimum 8% of the total lot area must be fully-landscaped. Internal landscaped areas of parking lots may be counted toward this total. Patios, courtyards, colonnades, arcades and other outdoor pedestrian spaces may be counted for up to one-third of the landscaped area requirement if they are decoratively-paved with a material approved by the Planning Commission. All other required landscaping must be fully planted with a combination of trees and shrubs. The tree species must be drought tolerant.

1.7 Off-Street Parking

Off-street parking shall be provided as required by the Zoning Ordinance of the City of Redlands.

Joint use parking facilities, as provided for by the City of Redlands Zoning Ordinance, are encouraged as a means to reduce excess surface parking in the Specific Plan area.

An in-lieu fee for new construction or existing development may be paid to the City, Redevelopment Agency or City-sponsored Parking District if parking is within 300 feet of the property and in compliance with the Zoning Ordinance. The amount and schedule for payment shall be determined by the City.

1.8 Location of Off-Street Parking

a. Off-street parking shall not be located in required front or side street setback areas.

b. Off-street parking areas shall be located to the rear or sides of buildings, not between the front elevation of the building and a public street. This requirement is intended to achieve a pedestrian-oriented development pattern throughout the Town Center District, and to prevent automobile-oriented development that places parking lots between buildings and streets.

c. All off-street parking areas visible from public streets shall be screened from view with a minimum 30-inch high solid wall or a minimum 5-foot wide continuous landscaped edge with shrubs that reach a minimum height of 30 inches after two years growth. Solid walls used for screening must be accompanied by a minimum 3-foot wide landscaped edge facing the street.

d. The 6-foot high solid masonry wall required by the City of Redlands Zoning Ordinance for locations where commercial uses abut residential districts shall not be required in the Town Center (TC) District.

1.9 Variances

Variances shall be allowed subject to the regulations of the Redlands Zoning Ordinance.

2. Town Center-Historic (TC-H) District

2.1 All property development standards of the Town Center (TC) District shall apply to the Town Center-Historic (TC-H) District, with the exception of the following provisions:

a. Maximum Building Height and Number of Stories: Three stories, not to exceed a maximum building height of fifty-five (55) feet.

b. Front and Side Street Setback: No requirement.

c. Building Lines: A minimum of 50% of the front ground-level facade of the building must be located within ten (10) feet of the front property line.

d. Landscaping: Landscaped area is not required on lots 5,000 square feet or less.

3. Service Commercial (SC) District

3.1 Minimum lot area and dimensions: 5,000 square feet area; 50 feet minimum width; 100 feet minimum depth.

3.2 Maximum Floor Area: 2.0 times lot area. Off-street parking structures shall not be counted in the calculation of Floor Area Ratio.

3.3 Maximum Building Height and Number of Stories: Three stories, not to exceed a maximum building height of fifty-five (55) feet.

3.4 Setbacks

a. Minimum Front Setback, from the front property line at the planned street right-of-way: Ten (10) feet. Solid walls over 3 feet high and off-street parking are not permitted in the front setback area. Low walls shall have a minimum setback of 10 feet.

b. Minimum Side Street Setback: Ten (10) feet. Solid walls over 3 feet high and off-street parking are not permitted in the side street setback area. Low walls shall have a minimum setback of 10 feet.

c. Interior Side and Rear Setback: No setback required unless adjacent to a residential use, in which case the minimum setback shall be five (5) feet from the lot line or ten (10) feet from the structure, whichever is less restrictive.

d. Setback from Alleys: No requirement.

3.5 Maximum lot coverage by structures: 50%.

This shall include primary and accessory structures, including covered open air structures.

3.6 Landscaping

a. All front and side street setback areas shall be fully planted with a combination of trees and shrubs following the standards of Paragraph (b) below. Driveways, sidewalks and decoratively-paved pedestrian areas may be located in the setback area, provided they do not exceed 50% of the required front or side street setback area.

b. A minimum of 8% of the total lot area must be fully landscaped. Internal landscaped areas of parking lots and service areas may be counted toward this total. All required landscaped area must be fully planted with a combination of trees and shrubs. The tree species shall be drought tolerant.

3.7 Off-Street Parking

Off-street parking shall be provided as required by the Zoning Ordinance of the City of Redlands.

Joint use parking facilities, as provided for by the Zoning Ordinance, are permitted if the joint use participating property is located within three hundred (300) feet of the parking facility. Joint use parking in the Service-Commercial District is intended primarily for employee parking.

An in-lieu fee for new construction or existing development may be paid to the City, Redevelopment Agency or City-sponsored Parking District if the parking location meets all requirements of this Plan and the City of Redlands Zoning Ordinance. The amount and schedule for payment shall be determined by the City.

3.8 Location of Off-Street Parking and Service Areas

a. Off-street parking and service areas shall not be located in required front or side street setback areas. Off-street parking and service areas may be located in required interior side and rear setback areas, except that, when abutting an existing residential use, the parking or service area shall be set back at least five (5) feet from the abutting residential property line.

The required 5-foot setback area must be fully landscaped with a combination of trees and shrubs, including one tree, minimum size 15 gallon, spaced at an interval of twenty (20) feet or less on center along the property line. Tree species shall be drought tolerant.

b. The 6-foot high solid masonry wall required by the City of Redlands Zoning Ordinance for locations where industrial and commercial uses abut residential districts shall not be required in the Service Commercial (SC) District.

c. Off-street parking and service areas visible from public streets shall be screened with a minimum 30-inch high solid wall, 30-inch high landscaped earth berm or minimum 5-foot wide continuous landscaped edge with shrubs that reach a minimum height of at least 30 inches after two years growth. Solid walls used for screening must be accompanied by a minimum 3-foot wide landscaped edge facing the street.

3.9 Variances

Variances shall be allowed subject to the regulations of the Redlands Zoning Ordinance.

This page intentionally blank to preserve page order.

IV. PUBLIC IMPROVEMENTS

A. Circulation and Parking

A traffic analysis for the Downtown Specific Plan of 1984 was conducted by Greer and Company, Traffic Consultants. Circulation conditions and recommendations described in this Plan were adapted from the Greer studies, and brought up to date with the assistance of the City of Redlands Public Works Department. Recommendations are based on the potential buildout of the Specific Plan area under the Land Use Plan, described in Appendix B.

1. Existing Conditions

Major access to and through the Specific Plan area is provided by a grid street system which serves the downtown Redlands area. Principal access is from Interstate 10 via ramp systems at Eureka, Orange and Sixth Streets.

The street pattern affords good access to existing uses within the Specific Plan area. Five principal north-south streets serve the area: Texas, Eureka, Orange, Sixth and Church Streets. The primary east-west street, Redlands Boulevard, serves as a major arterial.

Several aspects of the existing circulation system should be upgraded in order to accommodate future development. Recommendations aimed at achieving this are as follows:

- Widening of streets to their proposed widths in the City Master Plan of Streets.
- Acquiring additional right-of-way along selected street segments.
- Improvements of principal intersections.
- Development of new street alignments to correct present deficiencies.
- Additional signalization for both vehicles and pedestrians.
- Potential closure of certain streets and/or railroad rights-of-way.

2. Future Traffic Conditions

The 1984 traffic generation analysis was conducted for an area bounded by Interstate 10 to the north, Citrus Avenue to the south, Texas Street to the west and Church Street to the east. The scope of the analysis was to determine potential changes in traffic volume which may be anticipated.

The 1984 traffic analysis estimated a potential of 28,900 daily trips in the downtown project area based on the land use plan projected in the 1984 Revitalization Plan. This compared with 15,100 existing average daily trips in 1984.

It was assumed that some of the existing development in the project area would remain and some would be phased out in favor of the land use plan.

The total number of vehicle trips that would be added to the street system was determined by the number of vehicle trips that could be generated by new development at maximum density under the land use plan,.

Appendix C documents existing land and estimated future traffic volume as well as capacities on a street by street basis. The estimate of capacities is based on the implementation of proposed improvements documented in 1984. The conclusion of the estimate was that none of the streets in downtown Redlands are projected to be operating in excess of their designed capacity. Since there are a number of streets serving the downtown area, an excessive concentration of additional trips on any specific access street should not occur. Most streets are projected to experience a moderate increase in traffic volume.

Appendix B, Buildout Potential of the Specific Plan area, projects the anticipated buildout of development in the Specific Plan area.

The Land Use Program of this Specific Plan proposes no increase in development density over the 1984 Revitalization Plan and Specific Plan. Thus, it is assumed that the findings and recommendations of the Greer and Company analysis of 1984 remain applicable.

3. Circulation Improvements

Traffic generated by new development will require upgrading several streets serving the Specific Plan area. At such time as redevelopment takes place in the central downtown area, additional rights-of-way should be required for dedication to permit widening. The procedure is normally to dedicate half of the right-of-way width on each side of the street centerline. However, it is sometimes necessary to acquire all of the additional right-of-way from one side of the street due to physical constraints.

Following is a discussion of right-of-way improvements for each street.

a. Major Arterial

Redlands Boulevard

Redlands Boulevard carries the heaviest traffic volume in the Specific Plan area and will be able to accommodate projected traffic volume of 33,000 average daily trips within its existing right-of-way.

Redlands Boulevard will continue to serve as a major east/west arterial. Improvements within the existing right-of-way in this area should include landscaped medians, where conditions permit, and pedestrian crossing improvements at the intersections of Eureka, Third, Fifth, Sixth and Seventh Streets. These intersections should be marked with crosswalks and handicap ramps provided at each corner. Placement of lighted bollards on each corner of Eureka, Third and Fifth Streets are recommended.

On-street parking should be removed from Redlands Boulevard.

b. Secondary Arterial

Pearl Avenue

Pearl Avenue, which is currently under the jurisdiction of Caltrans, serves as a direct link from the Freeway (I-10) to and from the Eureka, Orange, and Sixth Street corridors. Pearl Avenue should be widened from Eureka to Orange Street to provide two lanes eastbound and one lane westbound.

Orange and Sixth Streets

Recent public improvements have been completed on Orange and Sixth Streets, between the I-10 Freeway and Redlands Boulevard. Widening of Sixth Street, between the I-10 and the Santa Fe Railroad tracks should be completed.

Eureka Street

Eureka Street will become one of the primary access routes from the Interstate 10 Freeway to downtown. It is a through route to the residential neighborhoods to the south. Eureka Street also provides primary access to the Redlands Bowl and Lincoln Memorial. Widening of Eureka to a four-lane street with a median and realignment between Pearl Street and Redlands Boulevard is proposed. This is the highest priority street improvement in the Specific Plan area.

This project will require additional right-of-way. The existing right-of-way is approximately 50 feet, with proposed improvements requiring an additional 30 feet for an 80 foot ultimate right-of-way. The planned improvements would provide better freeway access and better distribute traffic in the downtown area by diverting some traffic from Orange Street.

c. Local Streets

Local streets serve primarily as access or circulation functions rather than through-traffic functions. Local streets in the Specific Plan area shall be a minimum width of 40 feet, curb-to- curb, with 48 feet curb-to-curb preferred for on-street parking. A reduction in street width may be permitted at the discretion of the Public Works Director. In this case, parking shall be permitted on one side of the street when local street widths measure between 32 feet and 40 feet. Parking is not permitted on streets less than 32 feet in width.

Stuart Avenue

Stuart Avenue will serve as a collector between Texas and Orange Streets and will provide additional lateral east/west access to downtown. It is proposed to be improved to a 68 foot right-of-way with four lanes between Texas and Orange Street. Stuart Avenue, as proposed, will allow for through traffic to proceed within the left lane, while allowing the right lane to act as a stacking lane for turning movements. The final configuration of Stuart west of Eureka to Texas and east of Sixth to Church will depend on the requirements of new development in the area.

Master Plan of Streets

The City's Master Plan of Streets classifies streets in the Redlands downtown area, indicating their future right-of-way width.

The objective of the Master Plan of Streets is to assure that these streets are ultimately developed to Master Plan standards by establishing future setback standards along each street. As redevelopment occurs, additional rights-of-way should be reserved for street widening.

STREET	MASTER PLAN (MPS) OF STREETS CLASSIFICATION	EXISTING[2] RIGHT-OF-WAY	MPS RIGHT-OF-WAY	RECOMMENDED RIGHT-OF-WAY
Redlands Blvd.	Major Arterial	92 feet (varies)	100 feet	Same
Orange Street	Secondary Arterial	84.25 feet	88 feet	Same
Texas Street	Secondary Arterial	80 feet (varies)	88 feet	Same
Church Street	Secondary Arterial	60 feet	88 feet	Same
Eureka Street	Special Major	50 feet (varies)	70 feet	80 feet[3]
Sixth Street	Special Major	50 feet	64 feet	80 feet[3]
Stuart Avenue (west of Orange Street)	Special Collector	30 feet (varies)	54 feet	68 feet[3]
Stuart Avenue (east of Sixth Street)	Special Collector	50 feet (varies)	60 feet	60 feet
Pearl Avenue (between Eureka and Orange Streets)	Special Collector	64 feet	64 feet	64 feet

Potential Street Closures

With the exception of existing streets that are essential to the overall circulation pattern or for access to existing uses, closure of non-essential streets and incorporation of the land into new development may be considered. The possible closure or abandonment of existing streets would in certain locations permit the development of larger parcels and include property on the tax rolls currently held in public ownership. The relocation or protection of existing utilities in these rights-of-way must be considered.

Street sections with the potential for closure may include:

- Central Avenue between Redlands Boulevard and Ninth Street (adjacent to Specific Plan area).
- Lawton Street, from Stuart Avenue to the I-10 Freeway, if a large parcel north of Stuart Street and between Texas and Eureka Streets is developed.

---

2 Source: City of Redlands - value given is narrowest right-of-way. Existing rights-of-way vary.

3 Recommendations beyond the MPS right-of-way based on proposed additional study at the time public improvements for these streets is proposed.

- Ruiz Street, south of Pearl Avenue. *
- High Avenue, between Second and Third Streets. *
- Third Street, between Stuart Avenue and the Santa Fe tracks.
- Eleventh Street, between Stuart Avenue and I-10.
- Special consideration should be given to these streets with regard to disruption to existing residences, businesses, and parking and pedestrian movement.

* Only if the existing residential properties are assembled into a larger development site. The City has no plan to close this street or remove existing residential uses unless requested by the property owners.

4. Pedestrian Network

Improvement of the downtown pedestrian environment is an essential objective of the Specific Plan. The City and the Redevelopment Agency have implemented several important pedestrian improvement projects:

- New, high-quality streetscape improvements on Orange, Sixth and State Streets.
- Development of the "Santa Fe Trail," a shopper's lane pedestrian loop linking State Street, the Redlands Santa Fe Depot Historic District and Redlands Mall.

Improved streetscape standards (sidewalks, street trees, lighting) with pedestrian emphasis should continue throughout the Specific Plan area. Highest priority streetscape improvement projects are:

- New widened sidewalks and street tree planting on Eureka Street, between I-10 and Redlands Boulevard.
- Completion of the Santa Fe Trail loop - segments between Fifth and Orange Streets, and between Oriental Avenue and Redlands Boulevard.
- Projects shall be evaluated for potential north - south pedestrian links across the Santa Fe Railroad tracks between Eureka and Sixth Streets.

5. Parking

a. Off-Street Parking

Off-street parking shall be provided as required by the Zoning Ordinance of the City of Redlands.

- Joint use parking facilities are encouraged in order to balance peak period parking demands among adjacent properties. Such arrangements, whether public or private, reduce the number of parking spaces required, economizing in the use of valuable downtown land. Parking districts created by joint action of the City and private property owners are encouraged, and should be accompanied by an effective management structure to assure maintenance and financial viability.

- Joint use parking facilities, as provided for by the Zoning Ordinance, are permitted if the joint use participating property is located within three hundred (300) feet of the parking facility. An in-lieu fee for new construction or existing development may be paid to the City, Redevelopment Agency or City-sponsored Parking District if the parking location meets all requirements of this Specific Plan and the City of Redlands Zoning Ordinance. The amount and schedule for payment shall be determined by the City.

- Given the escalating value of land in the downtown area, all new projects are encouraged to provide structured parking. When surface parking lots are developed, the project site plan should provide the potential for future conversion to structured parking. If this option is exercised, then additional building floor area is required. The City's objective is to create a compact, pedestrian-oriented Town Center, reducing the number of surface parking lots.

b. On-Street Parking

A Downtown Parking Survey was completed by the City of Redlands Public Works Department in 1988. The survey was directed at two user groups - merchants and customers.

- One of the survey's conclusions was that more short term parking spaces for quick turn-over use are needed throughout the downtown area. Within the Specific Plan area, on-street parking adjacent to the major non-residential uses should be a combination of 1 and 2 hour spaces, with 24-minute spaces in certain locations.

c. Joint Use Parking Structures

Two locations within the Specific Plan area are recommended for joint use parking structures, accompanied by formation of one or more Parking Districts:

- In the Santa Fe Trail Historic District, north of Oriental Avenue, between Third and Eureka Streets. Schematic plans for this structure were prepared by the Redevelopment Agency in 1990.

- In the area bounded by the Santa Fe tracks, Orange Street (east of the rear alley), Redlands Boulevard, and Seventh Streets. This location would help stimulate development of the vacant and under used, properties in the area. Although the number of sites in the area are limited, future study should be given to the location and feasibility of a facility that would serve the area with a common structure.

d. Santa Fe Depot Historic District Parking Structure

The proposal to locate a parking structure on Oriental Avenue was advanced in the Master Action Plan of the Redlands Redevelopment Agency, adopted by the Agency and City Council in March, 1989.

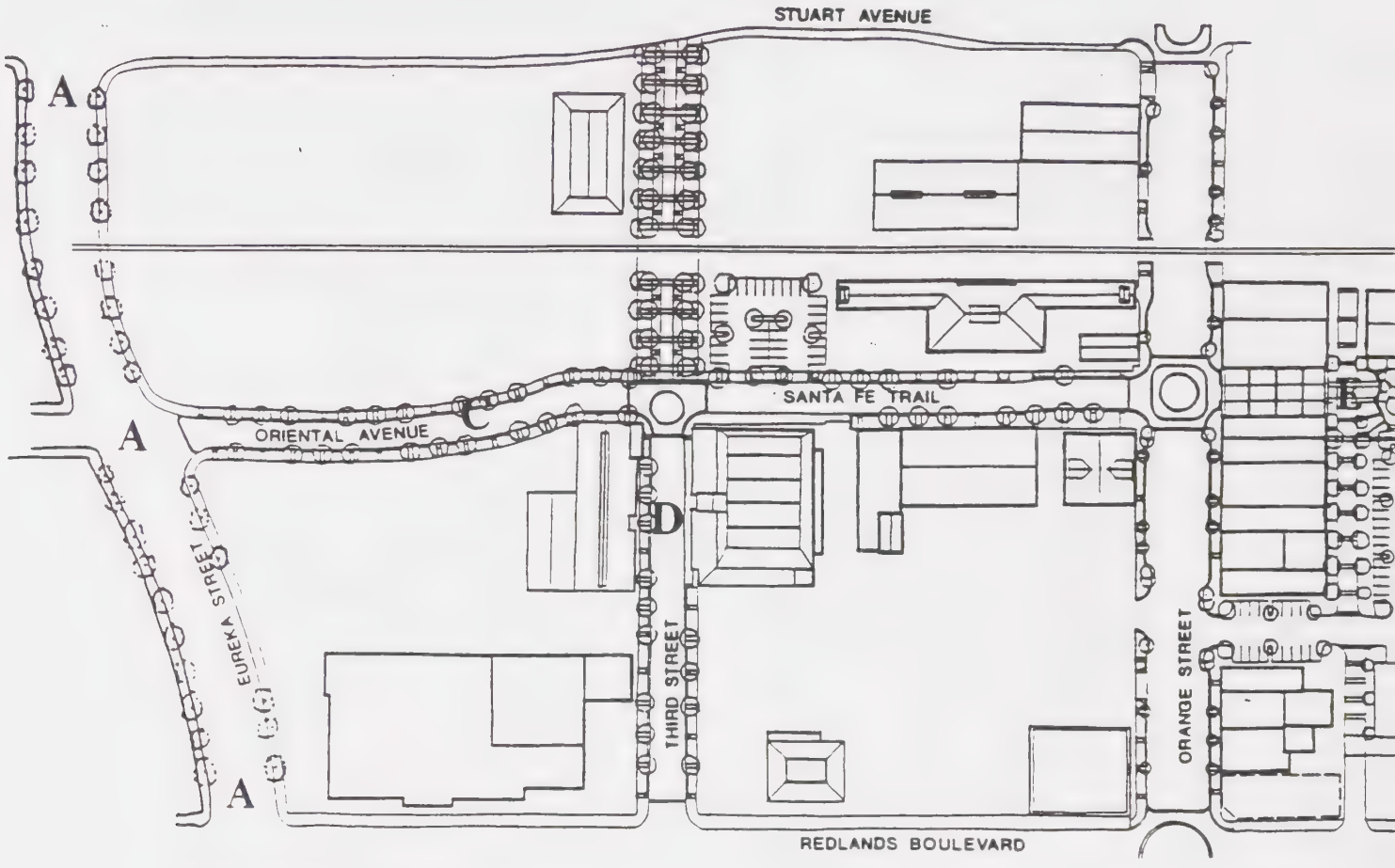
The purpose of the structure is to serve four adjacent private developments which, together, will revitalize the Santa Fe Depot area of downtown Redlands. The Redevelopment Agency Master Action Plan proposes a mixed-use district of restaurants, retail, entertainment and offices with an historic design emphasis. The location of the area adjacent to State Street, Orange Street and Redlands Mall makes it an important part of Redlands' downtown revitalization program.

A parking structure will help the district achieve the "critical mass" necessary to create a lively entertainment area with a pedestrian emphasis. Without a structure, approximately two-thirds of the area's land would be consumed by surface parking lots, reducing the development potential of adjacent properties.

6. Railroad

The Santa Fe Railroad operates a local train from San Bernardino to Mentone. Proposals have been discussed to use the railroad right-of-way for light-rail commuter service to San Bernardino. However, if the railroad discontinues service in the Specific Plan area, action should be taken to acquire the railroad right-of-way for a hiking-biking path, as recommended in the City's Park and Open Space Plan.

B. Streetscape Guidelines



1. Streetscape Priorities

The highest priority streetscape improvements in the Specific Plan area are:

A. Eureka Street, between Pearl Avenue and Redlands Boulevard.
B. Pearl Avenue, between Eureka Street and Sixth Street.
C. Oriental Avenue, between Third and Eureka Streets.
D. Third Street, between Oriental Avenue and Redlands Boulevard. This is an important segment of the Santa Fe Trail that will link the Redlands Santa Fe Depot District with Redlands Mall.
E. Pedestrian Alley, between Orange and Fifth Streets, north of Redlands Boulevard.

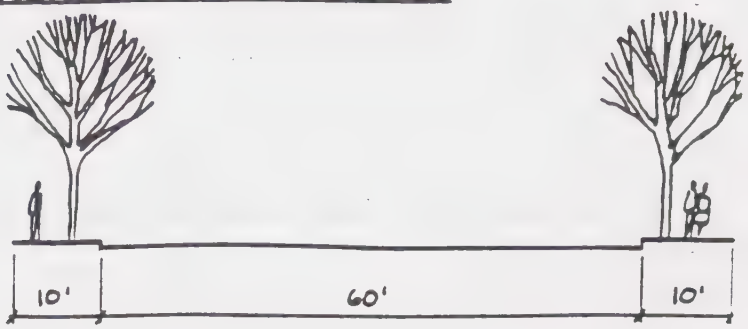
Each of the above improvements require special design considerations above the City standard. Before designing detailed standards for any street, the City should evaluate

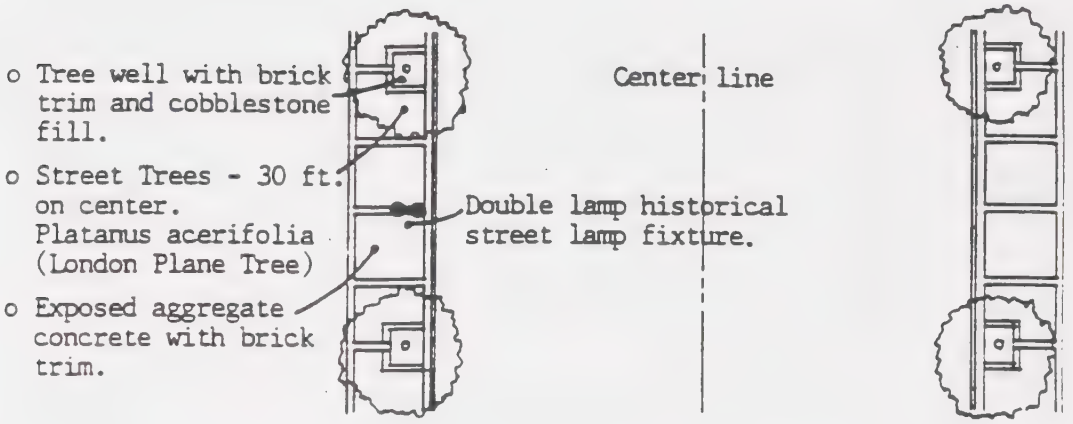
the historical features of the street, such as cobblestones under the pavement, cutstone or rubble rock curbs, and bollards, that can be retained to give uniqueness and added historical flavor to the street. All other streetscape improvements may follow City standards for sidewalks, curbs and gutters.

- Throughout the Specific Plan area, new development should install regularly spaced street trees at an average spacing of 30 feet on center on all public street frontages. Trees should be minimum 15 gallon size. Shade trees improve pedestrian atmosphere and should be emphasized.

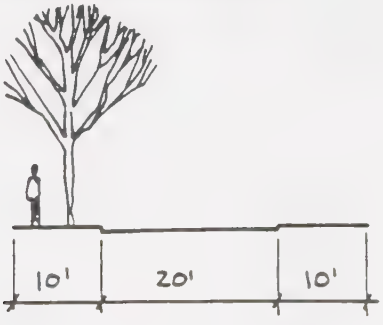
2. Design Guidelines

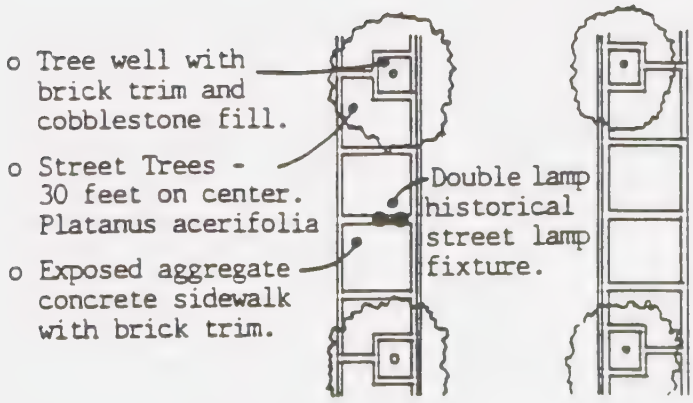
Eureka Street, between Pearl Avenue and Redlands Boulevard



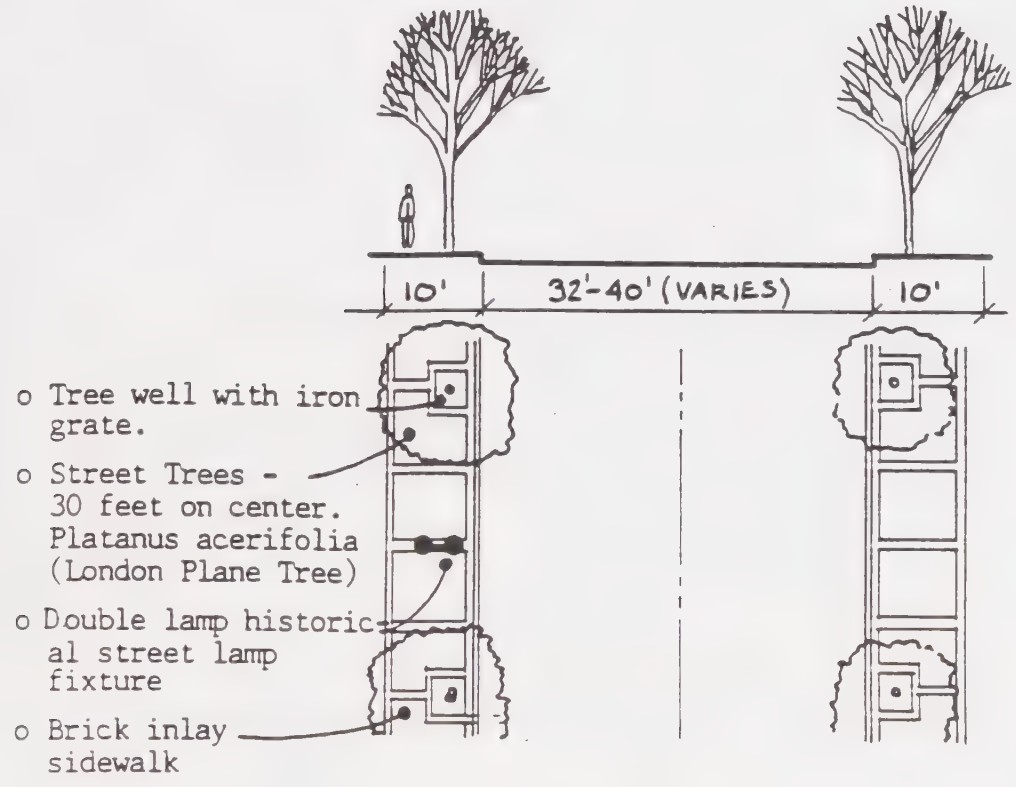


Oriental Avenue, between Third and Eureka Streets

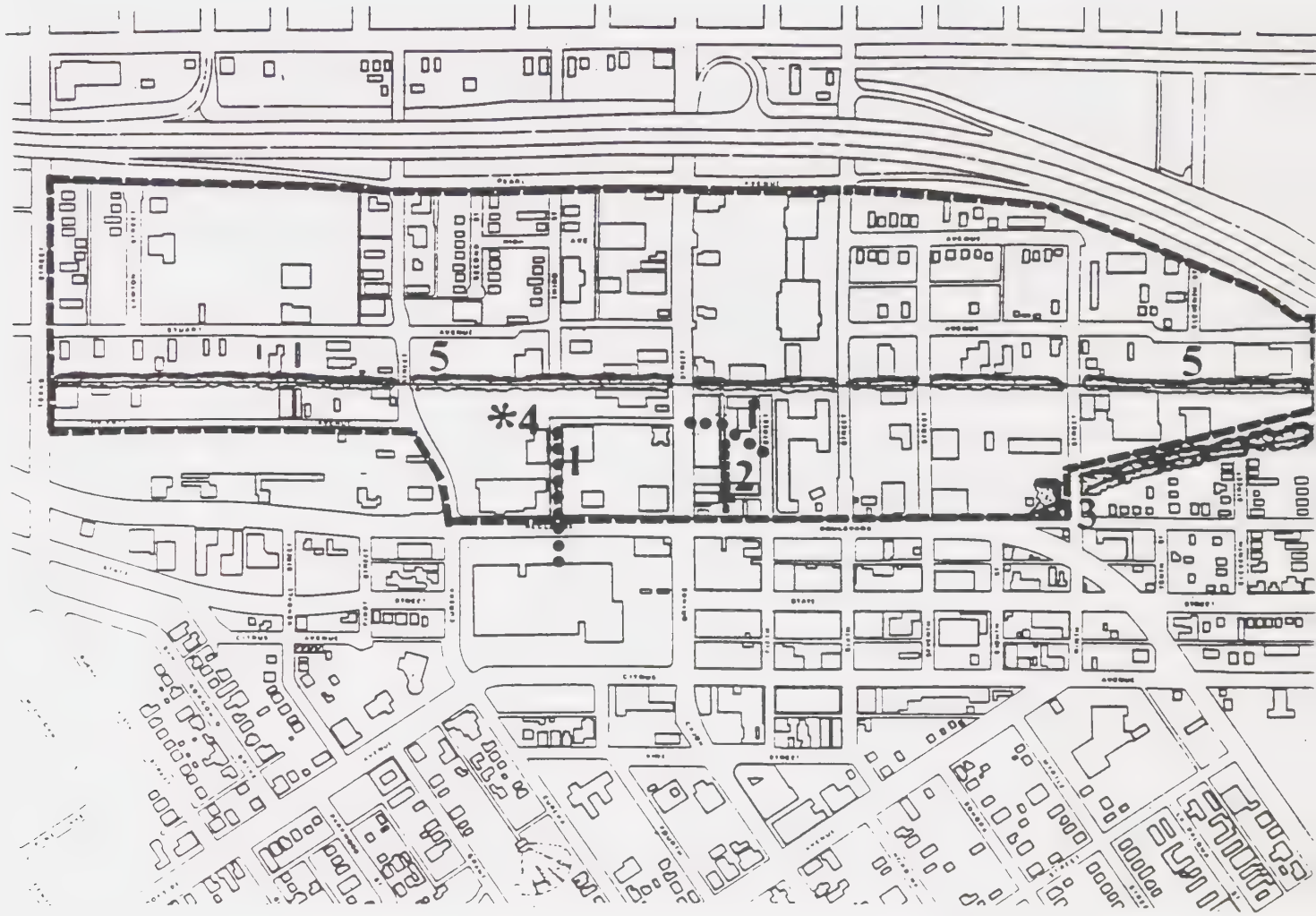




Third Street, between Oriental Avenue and Redlands Boulevard



C. Open Space



1. Santa Fe Trail (Shoppers Lane) Completion.

2. Pedestrian Alley Improvements
   Rear, 300 Block Orange Street

3. Mission Zanja Park

4. Pedestrian Plaza, Santa Fe Depot District

5. Santa Fe Pedestrian Trail/Bike Path

The following open space improvements are recommended in the Specific Plan Area:

1. Santa Fe Trail (Shoppers Lane)

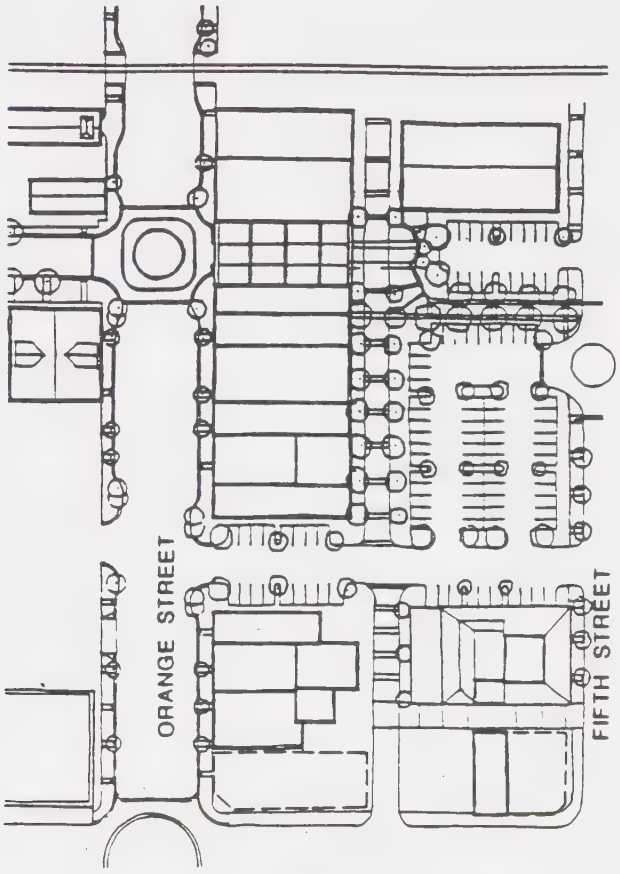
The Santa Fe Trail (Shoppers Lane) was initiated by the Downtown Revitalization Program and Specific Plan of 1984. The Santa Fe Trail is a pedestrian loop linking the State Street business district, Redlands Santa Fe Depot District and Redlands Mall. Pedestrian improvements along the loop include brick sidewalk paving, historical street lamps, graphic signage and new pedestrian crosswalks with lighted bollards at street corners. Two remaining links are needed to complete the Santa Fe Trail:

- Fifth Street to Orange Street, through the Mitten Letter property and old Palace Livery Stable building.

- Third Street, from the Santa Fe Depot to the Redlands Mall. This should include improved crosswalks with lighted bollards at the Redlands Boulevard-Third Street intersection.

2. Pedestrian Alley Improvements

In the rear of the 300 block of Orange Street, east side.



3. Mission Zanja Park

A linear park along the Mission Zanja channel, from Ninth Street east to Church Street, should be built as part of future improvements to the channel. This project would contribute to the City's Park and Open Space objectives by developing a future walking-biking trail from downtown to Sylvan Park and the University of Redlands.

MISSION ZANJA PARK

A. Stream channel and open space linkage to Sylvan Park.
B. Flood Control District lot at northwest corner of Ninth and Central (incorporate into park).
C. Close Central Avenue between Ninth and Redlands Boulevard.

4. Pedestrian Plaza, Santa Fe Depot District

A small landscaped plaza is recommended on Oriental Avenue, in the Santa Fe Depot District. The plaza could accommodate art and historical exhibits, and provide limited outdoor space for vendors, in addition to a shaded seating area.

5. Santa Fe Pedestrian Trail / Bike Path

The City's Open Space Plan of 1987 recommended a walking trail and bike path on the existing Santa Fe right-of-way, if rail service is discontinued in the future. Joint use of

the right-of-way for the trail/bike path and railway should be studied for feasibility if rail service is continued.

D. Infrastructure

An overview and assessment of the existing sewer and utility system was conducted by Hicks & Hartwick, consulting engineers. The assessment was based on a review of available information and field studies. Implementation will require further detailed engineering studies as specific projects are proposed.

The preliminary engineering assessment shows that, with the exception of aging water and sewer lines and the need for flood control improvements to the Zanja Creek, the existing infrastructure is generally adequate to serve development proposed in the Specific Plan area.

The area covered by this assessment is bounded on the west by Texas Street; on the east by Church Street; on the north by I-10; and on the south by Redlands Boulevard.

1. Water Distribution

The present water system is generally adequate to serve existing development. The existing system consists of a wide variety of construction materials. Water mains within the project area are constructed of asbestos cement pipe, cement mortar lined and coated steel pipe, riveted steel pipe, cement lined riveted steel pipe, standard steel pipe, P.V.C. pipe, steel pipe, O.D. pipe, cast iron pipe and welded steel pipe. Generally, only the asbestos cement pipe, cement mortar lined and coated steel pipe and cast iron pipe are acceptable and can remain in place.

Fire flow minimums will be established by the City for each building and water distribution system. Each installation must meet fire flow requirements.

The City's Master Plan for water distribution (Water Master Plan update by James M. Montgomery Consulting Engineers, Inc., February 1981) recommends water main construction prior to 1990. This document is subject to revision.

a. Master Plan recommendations for water mains outside the Specific Plan area which will affect the area are:

- The 8" A.C.P. & C.I. main in Colton Avenue from Texas Street to Orange Street should be replaced with 12" A.C.P. main - 2,040 L.F.

b. Recommended water line replacement or installation within the area:

- The 8" A.C.P. main in Eureka Street between Colton Avenue and Oriental Street should be replaced with a 12" steel cement-lined and mortar coated main. Main shall be connected to existing 12" A.C. main that extends north from Redlands Boulevard - 1,800 L.F.

- The 2" Steel and 2" PVC mains in Redlands Boulevard between Orange Street and Sixth Street should be replaced with a 12" steel cement-lined and mortar-coated main - 660 L.F.

- The 8" A.C.P. main in Church Street between Colton Avenue and the alley between State and Citrus avenue should be replaced with a 12" steel cement-lined and mortar-coated main - 2,500 L.F.

- The 8" cast iron, 4" steel and 2" steel mains in Stuart Avenue should be replaced with a 12" steel cement-lined and mortar-coated main 2,640 L.F.

- The 4" steel main in Lawton Street north of Stuart Avenue should be replaced with an 8" steel cement-lined and mortar-coated main - 600 L.F.

- The 4" steel main in the Second Street cul-de-sac south of Pearl Avenue should be replaced with an 8" steel cement-lined and mortar-coated main - 480 L.F.

- The 4" steel main in Third Street between Stuart Avenue and Pearl Avenue should be replaced with an 8" steel cement-lined and mortar-coated main - 610 L.F.

- The 8" steel main in Oriental Avenue between Eureka Street and Third Street should be replaced with an 8" steel cement-lined and mortar-coated main - 600 L.F.

- The 2" steel main and 8" steel main in Seventh Street between State Street and High Avenue should be replaced with an 8" steel cement-lined and mortar-coated main - 1,200 L.F.

- The existing 8" A.C. main in Ninth Street should be extended north to High Avenue to replace the existing 4" steel main north of Stuart Avenue with an 8" steel cement-lined and mortar-coated main - 400 L.F.

- The existing 8" A.C. main in Ninth Street should be extended south to replace the 8" welded steel main from north of the S.P.R.R. right of way to State Street with 8" steel cement-lined and mortar-coated main - 430 L.F.

- The 4" and 2" steel main in Eleventh Street north of Stuart Avenue should be replaced with 8: ductile steel cement and mortar-coated main - 300 L.F.

- The 4" steel main in High Avenue between Sixth Street and Ninth Street should be replaced with 8" ductile steel cement and mortar-coated main - 900 L.F.

2. Sanitary Sewer

The existing sanitary sewer system which serves the specific plan is currently out of date. There are very few sections that do not have maintenance problems due to age. The only recent construction of sewer mains occurred when the first and second phases of the downtown Redevelopment project were constructed on State Street and Orange Street. Even though present mains within the study area are of sufficient capacity, problems of blockage, overflow, maintenance, infiltration and age dictate a detailed look at the replacement of many of the existing mains within the study area.

The City's Master Plan for the sewer collection system (Wastewater Collection System Master Plan by Camp, Dresser, McKee, Inc., 1986) recommendations for the downtown area sewer construction during the 1985-2000 year period are as follows:

- 12" main in Texas Street from State Street to Stuart Avenue, and in Stuart Avenue to New York Street, will be replaced with a 21" main. (In design stage.)

- 15" main in Redlands Boulevard from Texas Street to the existing 20" main in Redlands Boulevard will be replaced with a 24" main. (In design stage.) Other general recommendations, subject to revision, are as follows:

- Update the 1986 Wastewater System Master Plan.

- Prior to any street construction within the project area, verify the need for replacement sewer mains to meet ultimate capacity to replace for age or condition.

- Determine the condition of all trunk sewer within the Specific Plan area. (8" or above.)

- Obtain field data on invert elevations and plot on 40 scale plan to enable rapid determination of capacity of all lines within the area.

- Additional master plan recommendations for replacement sewer on the out fall line from Texas Street to the treatment plant outside the Master Action Plan area are as follows: (1985-2000):

  - A replacement for 18" main in Stuart from Texas Street to the I-10 Freeway and New York Street. Part complete, part in design.

  - 27" replacement for 18" and 20" main in Palmetto from Alabama Street to 1350 feet west.

  - 36" to replace 27" main in the treatment plant road from Nevada Street to the treatment plant - 800 L.F.

  - 8" PVC sewer main in Oriental Avenue should be extended east of Eureka Street to Third Street - 560 L.F.

  - An 8" sewer main should be constructed in Seventh Street between Redlands Boulevard and Stuart Avenue - 850 L.F.

  - An 8" sewer main should be constructed in Third Street from Redlands Boulevard to Shopper's Lane - 450 L.F.

  - An 8" sewer main should be constructed along the north side of the Zanja Storm Drain Project from Seventh Street east to Ninth Street to serve area north of Zanja Project - 660 L.F.

3. Storm Drains

Data on the existing storm drain system within the Specific Plan area is limited. Before preliminary recommendations can be made, more field data and topography of the area should be collected to augment available record data.

The major drains within the Specific Plan area or affecting the area are:

- The Mill Creek Zanja - The major drainage facility for the area is presently inadequate. The following are tributary to this drain.

- The Oriental Storm Drain is inadequate.

- The Carrot Storm Drain - insufficient existing data to determine its condition or adequacy. The Public Works Department has indicated that its size is adequate. This major storm drain which drains a large area bounded by Church Street on the west, Brockton on the north, and the freeway on the east appears to be a diversion from its natural flow pattern.

- Texas Storm Drain - apparently recently updated. Preliminary review does not indicate any problems.

- Post Office Storm Drain which currently flows beneath Safety Hall.

Several smaller drains have been constructed within the project area. During a preliminary field review several catch basins were observed for which no backup record data was available.

The City's Master Plan for Storm Drains is the Comprehensive Storm Drain Plan No. 4, prepared by Omer H. Brodie and Associates (1975). Recommendations contained in this plan which would contribute to the alleviation of downtown flooding are as follows:

- Construct necessary portions of the Garden Street - Reservoir Canyon Drain per Comprehensive Storm Drain Plan No. 4-22. Completed.

- Provide extensions and improvements to the Oriental Storm Drain per Comprehensive Storm Drain Plan No. 4-24.

- Provide extension to the Texas Storm Drain per Comprehensive Storm Drain Plan No. 4-20, to join the existing Stuart Storm Drain.

An additional Master Plan for storm drains is the Flood Insurance Study and was prepared by the U.S. Department of Housing and Urban Development Federal Insurance Administration. This report along with its Flood Insurance Rate Maps (FIRM) give floodway and flood plain data which will allow construction within the City's central business district if the finish floors of the proposed structures are raised to or above the 100-year flood elevation.

This report and the FIRM indicate a 100-year flood boundary within the downtown area from Texas Street to Ninth Street, and bounded on the south by State Street and I-10 on the north. Based upon the 100-year flood profiles, any structure within the 100-year flood boundary would have to raise its finish floor approximately 1.5 feet above the corresponding Redlands Boulevard street profile.

The following are recommendations for the resolution of existing flood problems within the project area and for the provision of future development within the area:

- Expand capacity of Zanja by adding a new structure along an alternate alignment (Southern Pacific right-of-way). Resolution of storm drainage problems is established as an essential and priority part of the implementation of the revitalization program.

- Complete new Zanja Drain using the abandoned Southern Pacific railroad alignment.

- Complete necessary alterations and repair existing Zanja including covering and/or replacement of open area (east of Eighth and west of Eureka Streets). The existing Zanja could be used as a main feeder to the new Zanja or it could continue to carry a portion of the flows from the east.

- Provide necessary extensions and improvements to the Oriental Storm Drain per Comprehensive Storm Drain Plan No. 4-24.

- Provide the extension to the Texas Storm Drain per Comprehensive Storm Drain Plan No. 4-20.

- Replace existing drain to existing junction of new construction in Phase II of the Downtown Redlands project west of north/south alley, west of Orange Street.

- Construct storm drain in High Avenue from Sixth Street to East of Ninth Street to pick up flows under I-10.

- Extend 24" RCP in Stuart Avenue from Sixth Street to Ninth Street to pick up local street drainage and connect 24" RCP in Sixth Street to new Zanja drain.

- If the Zanja reconstruction is not complete prior to construction of new development, all new structures between State Street on the south, Southern Pacific Railroad on the north, Texas Street on the west and Ninth Street on the east should be raise approximately 1.5 feet above the corresponding Redlands Boulevard street profile.

General recommendations relative to storm drains within the project area are:

- Compile accurate field data on all storm drains within the present area including invert elevations, pipe sizes, box sizes, condition of facilities and more detailed

research of record data. This should be completed prior to analysis of utilization of existing minor facilities.

- Plot all information on new 40 scale topography mapping to facilitate more detailed planning and solutions as specific projects are proposed.

4. Gas

The Southern California Gas Company reports that its projected distribution service for the project area will be adequate for increased needs resulting from anticipated future development.

5. Telephone

GTE serves the project area with above ground facilities and has indicated that anticipated development as a result of the implementation of the Master Action Plan can be served by existing facilities. It is recommended that telephone lines be placed underground concurrent with new development of the study area.

6. Electrical

Southern California Edison reports that electrical distribution in this area is currently adequate to serve the anticipated needs resulting from future development. The undergrounding of utilities is also recommended concurrent with new development.

This page intentionally blank to preserve page order.

V. HISTORIC RESOURCES

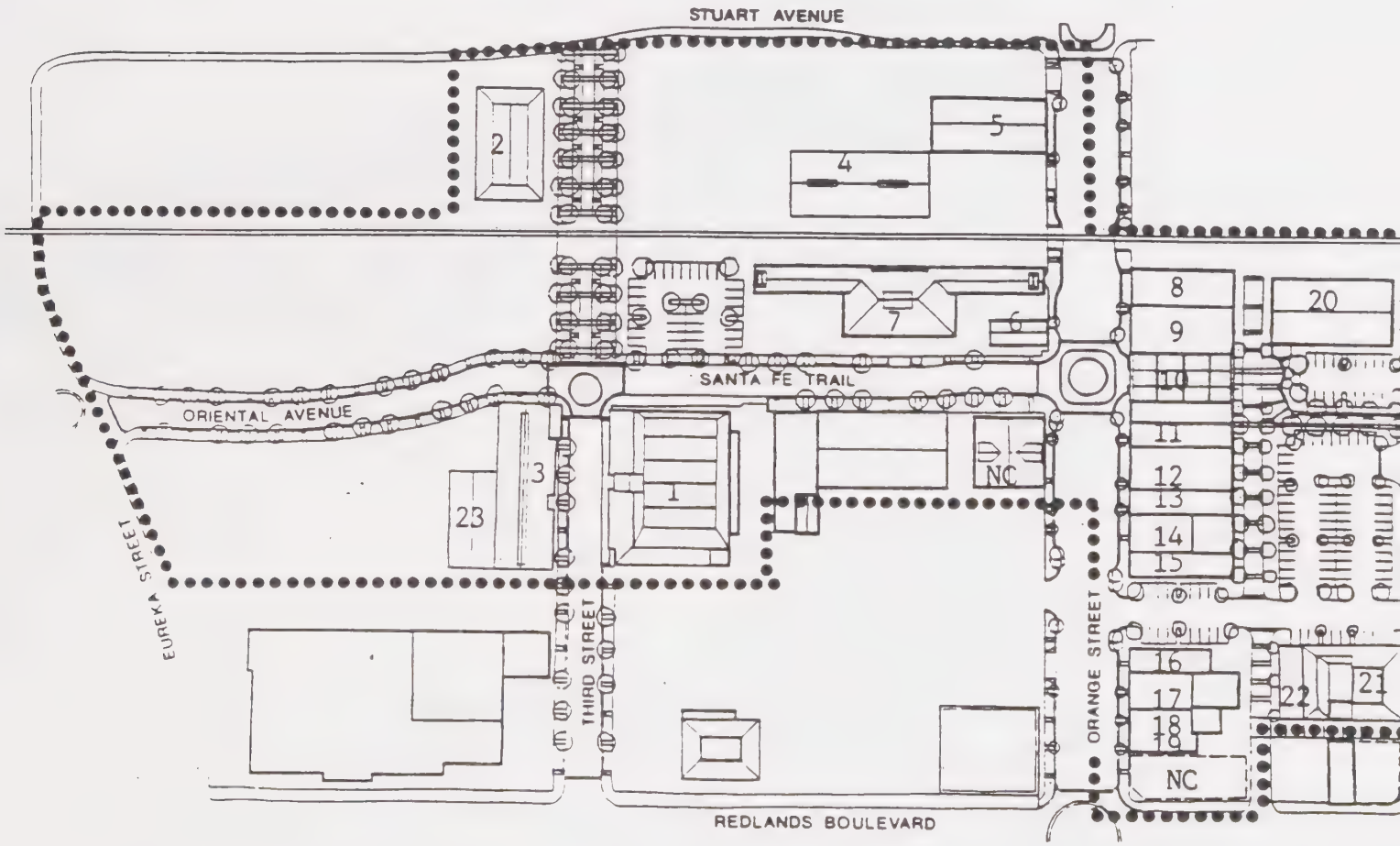
A. The Redlands Santa Fe Depot District
B. The High Avenue Area
C. Miscellaneous Historical Properties
D. Archaeology and Paleontology

The Redlands Santa Fe Depot

A. Redlands Santa Fe Depot District

The Redlands Santa Fe Depot District is an architecturally and historically significant part of the Specific Plan area which has been listed as an Historic District on the National Register of Historic Places. The district is located between Eureka, Fifth, Stuart and Redlands Boulevard, illustrated below.

Note: The Redlands Santa Fe Depot District boundaries differ from the TC-H, Town Center-Historic District, for Land Use and Development Regulations. Refer to Figure 2 "Specific Plan Land use Districts" for the boundaries of the TC-H District.



REDLANDS SANTA FE DEPOT DISTRICT

See List of Contributing Buildings on opposite page for the key to numbered historic sites.

Redlands Santa Fe Depot District

Contributing Building and Sites:

Address	Building Name
(1) 330 North Fourth Street	Redlands Mutual Orange Company
(2) 205 Stuart Avenue	Rettig Machine Shop
(3) 301 North Third Street	Pendergast Packing House (destroyed by fire)
(4) 21 West Stuart Avenue	Cope Commercial Company Warehouse (Grigsby Brothers)
(5) 415 Orange Street	Packard Motor Company Sales
(6) 337 Orange Street	Board of Trade (Chamber of Commerce)
(7) 351 Orange Street	Santa Fe Railroad Station (Depot)
(8) 360 Orange Street	Redlands City Transfer (partially destroyed by fire)
(9) 348 Orange Street	Pioneer Transfer
(10) 346 Orange Street	Palace Livery Stable
(11) 342-344 Orange Street	Poundstone & Hamilton Building
(12) 338-340 Orange Street	The Worley Building
(13) 336 Orange Street	Beacon Building
(14) 330-332 Orange Street	Hamilton Block
(15) 328 Orange Street	E. I. Martin Home and Nursery
(16) 220 Orange Street	Phinney Block
(17) 216-218 Orange Street	Gregg Block
(18) 208 Orange Street	Levine's
(19) 206 Orange Street	Hamilton Block
(20) 345 North Fifth Street	Haight Packing House (Mitten Display Sign Letters)
(21) 215 North Fifth Street	Hall of Justice
(22) 215 North Fifth Street (Rear)	H. Jacobsen's Warehouse
(23) 241 Oriental Avenue	Redlands Fruit Association Warehouse (destroyed by fire)

Architectural Significance

The "Orange Street Wall"

The Redlands Santa Fe Depot District contains approximately twenty-nine buildings, three of which are new and twenty-six are contributors or significant. Dating from 1888 through 1946, the buildings visually document the district's economic and social history. Most of the buildings are one and one-half stories or two stories in height though there are a few one story buildings. Predominately commercial in nature, the district also includes industrial packing houses, other citrus industry related structures and the train station. The depot area evolved from the first "Downtown" at Orange Street and Redlands Boulevard established by the "Chicago Colony" in 1886. A city ordinance, passed in 1888, prescribed that all future downtown buildings be built of brick. Although some facades have changed, the traditional design strength of the commercial facades remains cohesive. Standing adjacent to each other, they form the rhythm of the retail commercial on the east side of Orange Street.

The urban design patterns and physical amenities in downtown Redlands are like those that existed in many parts of this country before the advent of regional shopping centers. Except for the Santa Fe Depot and a few other structures, the architecture is eclectic. It ranges from late 19th century brick commercial "blocks" and the excellent examples of storefront design, to the 19th and 20th century brick packing houses. Classical Revival architecture is found in the Santa Fe Depot and Board of Trade Building. The area demonstrates not only the evolution of a downtown, but also distinctive eras of growth, architecture, and function. Even the new structures in the area are scaled to pedestrians and not the automobile.

The alleys behind the buildings on the east side of Orange Street provide not only a unique street circulation system, but also a view of the district's industrial and service images. Arched windows, fading signs, exposed pipes, lofts, and heavy wooden and metal doors punctuate the simple brick facades. The alley setback pattern varies with the historic uses of the buildings. Although still in use today, the alleys have been altered very little and are often the clues that buildings with 1940-1960 street faces date to the 1890s .

Even though this area combines the era from 1888-1946, and includes industrial commercial and retail commercial, there are common elements that tie the area together. The scale is the outstanding feature of the entire area and, unlike the rest of the downtown, the street layout design is still the same as it was when Redlands was founded. The use of brick ties the buildings together.

Gable roofs predominate in all of the buildings with the addition of monitor roofs, skylights and shed roof wings.

The district remains relatively intact due to a commercial shift south to State Street, where a new mall replaced the original downtown settlement. This shift, although scorned by Orange Street commercial and industrial owners, did help preserve the Depot area for its future as a historic district.

The city has recently added reproductions of the original Redlands' street lights, as well as benches and plantings. These additions add to the pedestrian scale and cohesiveness of the area. Architecturally, this area has the components of the 20th century small town. Each era of history is represented. There are architectural treasures that are still functioning or can be adapted to a downtown use. The Depot district is an area that tells a story of Redlands growth.

Redlands Depot District is significant for the following reasons:

- The district has retained its integrity from the period of significance as one of the economic hubs of Redlands.
- The district strongly conveys a sense of time and place as the commercial heart of the City of Redlands.
- The district represents the major phases of urban development in the local community from the 1880's through the 1920's.
- The district constitutes a significant architectural assemblage containing numerous individually distinguished building and the works of notable local architects and designers.

B. The High Avenue Area

The High Avenue area, between Sixth and Ninth Streets, including the southeast corner of High and Ninth (Southern California Edison Building), and the residence at 511 Seventh Street, contains several small cottage residences built in the early 1900's. as well a several architecturally noteworthy buildings. The following is a list of these properties:

210-212 High Avenue	Residence	1901
211 High Avenue	Residence	1902
217 High Avenue	Residence	1903
226 High Avenue	Residence	1897
227 High Avenue	Residence	1899
302 High Avenue	Residence	1901
402 High Avenue	Residence	1906
408 High Avenue	Residence	1900
412 High Avenue	Residence	1905
416 High Avenue	Residence	-
420 High Avenue	Residence	1906
424 High Avenue	Residence	1908
504 High Avenue	Southern California Edison	1926
511 Seventh Street	Residence	-
512 N. Sixth Street	Church	1919

The Beal residence at 408 High Avenue (b. 1900) is historically significant due to the fact that it is the home of one of Redlands' earliest Afro-American families.

The Cornerstone Baptist Church building located at the corner of Sixth and High Streets (512 N. Sixth), is Redlands' oldest black church building and reminiscent of wooden churches across the country. This property would be a good prospect for the National Register.

The physical condition of many of the cottages in the area is poor, although all have potential for rehabilitation as residences or small offices.

The High Avenue area has been designated as a Service Commercial district, although no effort will be made to discourage continued residential use. Options for property owners include continued residential use or conversion of the property to a Service Commercial use, through rehabilitation and addition to the existing structures, or replacement of the existing structure. The lots which do not contain noteworthy buildings should be considered as candidates for "move-ons" of compatible historic resources from other parts of the City when these resources are threatened with destruction.

C. Miscellaneous Historical Properties

There are a number of individual buildings throughout the plan area that merit specific attention and preservation. These are described below.

Address	Building Name	Date
(1) 612 Lawton Street	House of Neighborly Service	1927

This one story, brick building with plaster sheathing was designed by A. B. Drake in the Spanish Colonial style. Built by Clarence Blanc, it was formerly the Boys and Girls Club of Redlands. The House of Neighborly Service began in May of 1920, with the idea of serving the Mexican population of Redlands and vicinity.

(2) 526-528 Orange Street	Deming Building	1913

This two-story, brick building with plaster Mission Revival facade on the front and side facing High Street has many striking features. An apartment hotel dominated the second story, with a music store in the 528 half, and a grocery store at the 526 address. This important building is one of the original Orange Street buildings. As a part of the Downtown Redevelopment, this building was rehabilitated by Center Development Inc. in 1990. The City Council has designated it as an Historic Property.

Address	Building Name	Date
(3) 304 N. Seventh Street	S & E Cabinet	1946

Even though this packing house is not yet fifty years, it is an excellent example of an industrial style building. Typical design features consist of the rectangular one and one-half story, reinforced concrete and brick, front facade of stucco, and sawtooth type clerestory window roofs. Built by the prominent builder Gordon Donald, on the site of the I. L. Lyon Packing House, this structure would be a significant part of an industrial historic district.

(4) 215 E. Redlands Blvd.	Gold Banner Packing	1924

The first packing house on this site was the Redlands Golden Orange Association built around 1905. After a fire in December of 1923, Gold Banner rebuilt on the foundations of the previous building. There is a 30 year old map of the region on the west wall of this structure. This building is significant as an example of warehouse architecture and because of its role in the citrus industry.

(5) 440 Oriental Avenue	Rondor Audi-Porsche	1906

A. E. Taylor built this industrial structure which was originally designed as a car barn for the new electric trolley line to Riverside from Redlands. This one-story, turn of the century warehouse building never saw an electric car within its walls. The Citrus Avenue car barn was built in 1907 and the Redlands Central Railroad Company was incorporated at the site.

(6) 420 E. Stuart Avenue	Second Baptist Church	1928

This church congregation is the oldest black Baptist congregation in San Bernardino County, being organized in 1892. The one story, poured concrete, multi-gabled tile roof structure is representative of an architectural type and is historically significant because of its congregation.

Other structures that are over 50 years old may also be designated as historic resources in the future. Prior to demolition of any building over 50 years old, these buildings shall be reviewed by the Historic and Scenic Preservation Commission for a determination of their historic or architectural significance per Municipal Code Section 15.44 and/or 2.62.

D. Archaeology and Paleontology

Archaeological and paleontological record searches were conducted for the Specific Plan area in 1983 as part of the Redlands Downtown Revitalization study. The following information is taken from the study of 1983 and subsequent studies.

1. Archaeology

At least one previously recorded archaeological site exists within the project boundaries. The historic Chinatown area has been documented in the area between Orange Street and Texas Street. As a part of the La Farge Plaza construction, many artifacts were discovered; they were catalogued by the Archaeological Advisory Group in a 1988 study, and the artifacts are now under the care of the Heritage Room of the A. K. Smiley Public Library. The location of the Chinatown area is identified at the Archaeological Information Center in the San Bernardino County Museum.

2. Paleontology

According to the Curator of Earth Sciences at the San Bernardino County Museum, "available paleontological site records, geologic reports, and unpublished field notes do not indicate that paleontologic resources have been recovered from the study area. The depth of excavation proposed for the project, the relatively coarse-grained nature of the sediments, and their relatively recent ages do not suggest a high probability of paleontologic resources being encountered."

3. Environmental Impact and Mitigation Measures

Archaeology

- Contractors for water, sewer line, and road repairs should be made aware of the potential of the area as a potential source of archaeological resources and advise the City if artifacts are found.

- Excavations for new utility lines should be observed by a qualified expert to identify archaeological sites. If sites are identified during excavation, the site should be properly excavated and recorded prior to continuing utility construction.

- Construction on undeveloped sites or construction involving demolition or major excavation will require archaeological surveys of the sites prior to grading.

  If artifacts are found or predicted by the surveys, state policy (CEQA) requires that owners attempt to revise the project to avoid an important archaeological resource, and if this is not possible, contribute 50% of the cost of the required mitigation measures. See CEQA Appendix K for details.

  If potential archaeological resources are identified in any construction project, the San Bernardino County Museum Association shall be notified and given an opportunity to take appropriate action to have the site properly recorded.

Paleontology

- Contractors shall be put on notice that in the event that non-renewable paleontologic resources are exposed during excavation, they should be avoided by construction equipment until they can be removed by a qualified paleontologist.

VI. URBAN DESIGN AND ARCHITECTURAL GUIDELINES

A. The Design Review Process

All development proposals in the Specific Plan area are subject to discretionary review by the Redlands Planning Commission. The Design Guidelines serve as adopted criteria for the evaluation of a building or an entire development. Developers and their designers are urged to carefully review the Specific Plan, with particular attention to the Development Standards and Design Guidelines, before site planning and building design studies begin.

Design Review is a comprehensive evaluation of those characteristics of a development which have an impact on neighboring properties and the community as a whole. The process makes a careful examination of a project's quality of site planning, architecture, landscape design and important details such as signage and lighting. The purpose is to insure that every new development or additions to existing development carefully consider the community context in which they take place. Every project should make a conscientious effort to develop a compatible relationship to the building site, neighboring properties, and downtown design goals.

B. The Design Guidelines

1. Site Design

The quality of site design is the most important measure of a project's impact on the community and will be given first priority in the review of development proposals. Projects should demonstrate sensitivity to the surrounding context and neighboring buildings.

a. Site Analysis

Each development proposal should include a thorough analysis of existing conditions on and adjacent to the site. A proper analysis will include a careful examination of a site's physical properties, amenities, special problems, and the neighboring environment. The analysis will assist the Planning Commission in evaluating the proposed development's relationship to existing conditions, neighboring properties, and the community at large.

Although the steps in an analysis will vary with the unique situation of each site and project, the following information is normally needed:

- Basic Site data: boundaries and dimensions; location of adjacent streets, sidewalks, and right-of-way; location of setback lines and easements; and existing structures and other built improvements.

- Existing Natural Features: location, size, and species of mature trees; topography; patterns of surface drainage; location of flood zone; and other important features that are either amenities or potential hazards in development.

- Neighboring Environment: views to the site; land use and site organization of neighboring properties; form and character of neighboring buildings; and important site details on neighboring properties which can be seen from the street.

b. Site Design Objectives

- Demonstrate an overall design integrity and a serious effort to contribute to the beauty and harmony of the community.

- Develop compatible relationships to the land, building placement, and existing open spaces of neighboring properties.

- Consider the existing views, and the sun and light exposure of neighboring properties, where possible.

- When conditions require a project to be different from its neighbors, provide a transition from existing to new development by careful placement and massing of buildings, well-designed planting patterns, and other appropriate means.

- Maintain significant view corridors to the mountains and hills from public streets.

c. Preservation of Natural Features

- Development proposals should demonstrate an effort to retain significant existing natural features. Existing topography, drainage courses, vegetation, and views should be recorded in the Site Analysis and incorporated, to the maximum extent feasible, into the future development of the site.

- Mature trees should be retained. This will require careful judgment weighing the value and hierarchy of all natural features, the size and species of the tree, and the development program for the site.

d. Drainage

- Minimize potential surface drainage problems on neighboring properties, and provide adequate drainage on-site for each parcel.

e. Circulation and Parking

- Provide a clearly identifiable circulation plan for automobiles, pedestrians, and service vehicles.

- Minimize the number of driveway openings to public streets.

- On major arterials, corner properties should provide access from side streets and avoid driveway openings on the major street.

- Off-street parking and service areas should be located to minimize visibility from the street.

- Shared or joint use driveways between separate properties are encouraged to minimize the number of curb cuts on public streets. This will help relieve traffic congestion.

- Provide pedestrian access to public transit facilities on or adjacent to the site.

f. Internal Site Design

- The site plan and planting design should consider climatic conditions to provide shade from summer sun, natural ventilation, and other measures to maximize energy efficiency and human comfort.

- Pedestrian circulation and pedestrian amenities should be emphasized in all site plan proposals.

- Buildings and open space should be organized to take advantage of the spaces between buildings as opportunities for outdoor activities, as transitions between indoor and outdoor, and as potential points of "focus" on the site.

2. Relationship of New to Existing Development

a. General Principles

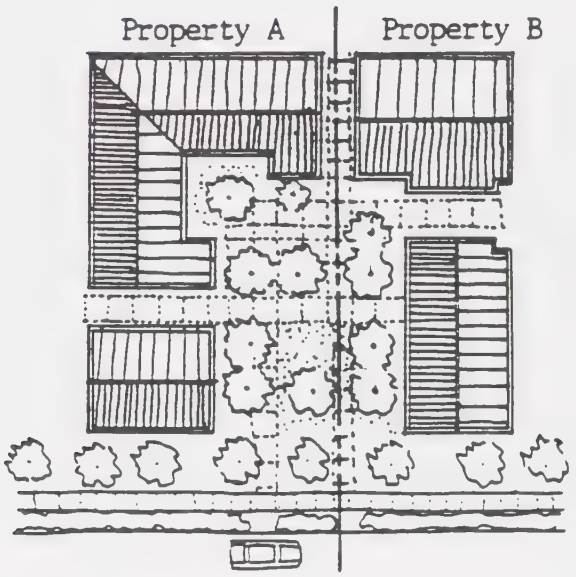
All development proposals should show evidence of harmony with the site plan, arrangement of building forms and landscape design of neighboring properties.

The degree to which neighboring sites and buildings must be considered in the design of a new project will depend upon the value, architectural quality and estimated tenure of improvements on the neighboring property, as well as the particular requirements of the new project. While a firm rule for design is not possible, every new proposal should demonstrate that it has considered the contextual influences of neighboring properties and has made a diligent effort to orchestrate careful relationships between old and new.

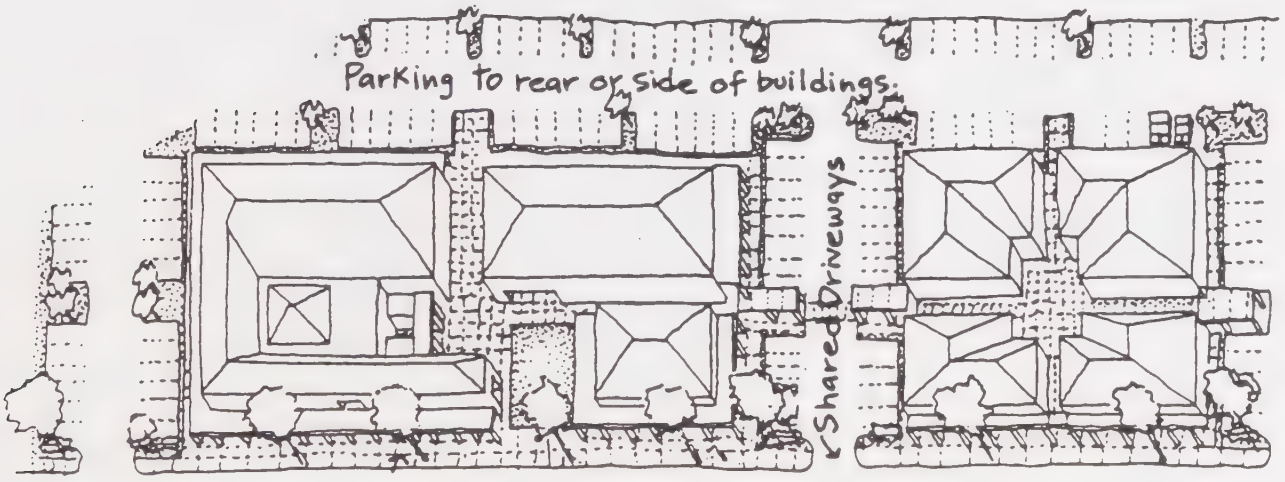
Drawings, models and other graphic communication techniques presented to the Planning Commission should show neighboring buildings and important features of adjacent sites. Existing features are to be shown in sufficient detail to enable evaluation of the relationship of the proposed development to its context. Perspective views of the proposed project and its immediate neighbors, as seen from the street, sidewalk or other pubic place, are encouraged.

b. Site Planning

- The site organization should respect the arrangement of buildings, open spaces and landscape elements of adjacent sites. When possible, buildings and open spaces should be located for mutual advantage of sunlight, circulation and views.



- When feasible, new commercial projects should be linked to adjacent projects to encourage internal circulation by pedestrians and automobiles. This will reduce traffic loads on adjacent streets by reducing ingress and egress traffic. The method of linkage will depend on specific conditions of each site and project. The linkage could be as simple as a connecting sidewalk, or as extensive as shared driveways, access drives and parking. When no development exists on the adjacent property, give consideration to its future disposition and how the two sites may develop a circulation linkage.



c. Architectural Design

- Efforts to coordinate the actual and apparent height of adjacent structures are encouraged. This is especially applicable where buildings are located very close to each other. It is often possible to adjust the height of a wall, cornice or parapet line to match that of an adjacent building. Similar design linkages can be achieved to adjust the apparent height by placing window lines, belt courses or other horizontal elements in a pattern that reflects the same elements on neighboring buildings.

3. The Street Edge

Design Guidelines for the Street Edge are described for each of the three land use districts of the Specific Plan:

- The Town Center (TC) District
- The Town Center-Historic (TC-H) District
- The Service-Commercial (SC) District

Street Spaces

"Street spaces" include both the public right-of-way and adjacent building setback zone. The network of street spaces establishes the basic scale and character of the downtown public environment. The objective in downtown Redlands is to create consistent street spaces that unify separate buildings and developments into a tightly knit, walkable district with a traditional downtown atmosphere.

State Street, east view from Orange Avenue

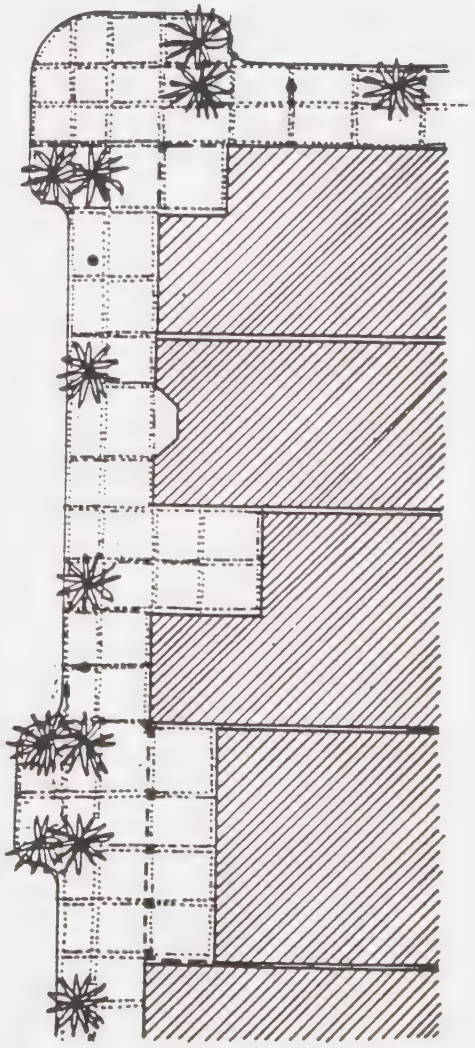
a. The Town Center (TC) District

Property development standards for the TC District are given in Section III D.I. Required street edge standards include:

- A minimum of 50% of the front ground level facade of the building must be located within 10 feet of the front **property line.**
- Off-street parking shall not be located in required front or side street setback areas.
- Off-street parking shall be located to the rear or sides of buildings, not between the front elevation of the building and a public street.
- All off-street parking areas visible from public streets shall be screened from view with a minimum 30-inch high solid wall or landscaped edge.

Guidelines:

- Place as much of the ground level front elevation of the building as possible on the front setback line to maintain the continuity of the street edge.
- Create continuous pedestrian activity in an uninterrupted sequence. Avoid blank walls and other "dead" spaces at ground level.
- Entry courtyards and plazas are encouraged.
- In the setback area, create a paved pedestrian space that is continuous from curb to building, except for planters, trees, shrubs and fountains. Avoid expanses of lawn, using turf grasses only in small areas.
- Plant trees along the street edge in a rhythmic pattern.



- Locate parking to the rear of buildings, or to the side when rear parking is not feasible.

- Minimize spatial gaps created by parking or other non-pedestrian areas.

b. The Town Center-Historic (TC-H) District

Property development standards for the TC-H District are given in Section III D.2. Required street edge standards are similar to the TC district, with the following exceptions:

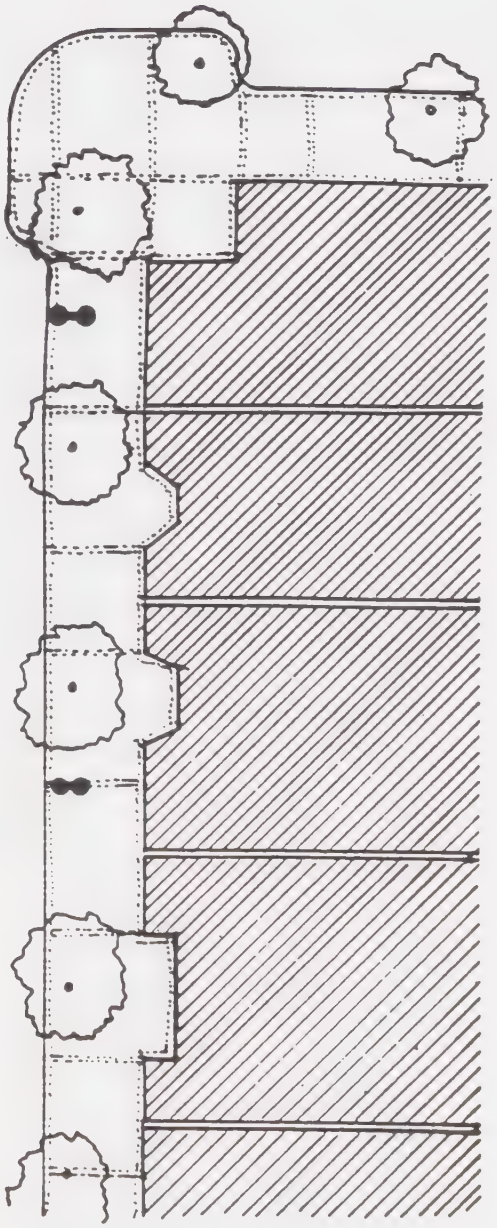
- Front and side street setbacks are not required.

- A minimum of 50% of the front ground-level facade of the building must be located within 10 feet of the front **property line.**

(See Guidelines on next page.)

Guidelines:

- Place as much of the ground level front elevation of the building as possible on the front property line to maintain the continuity of the street edge.
- Avoid deep setbacks from the sidewalk edge. Avoid lawns or large planted areas along the street edge.
- Create continuous pedestrian activity in an uninterrupted sequence. Minimize spatial gaps created by parking lots or other non-pedestrian areas.
- Avoid blank walls and other "dead" spaces at the ground level.
- Plant trees along the street edge in a rhythmic pattern.
- Provide pedestrian-scaled lighting to supplement overhead street lighting.
- Locate parking to the rear of buildings, or to the side when rear parking is not feasible.



c. The Service-Commercial (SC) District

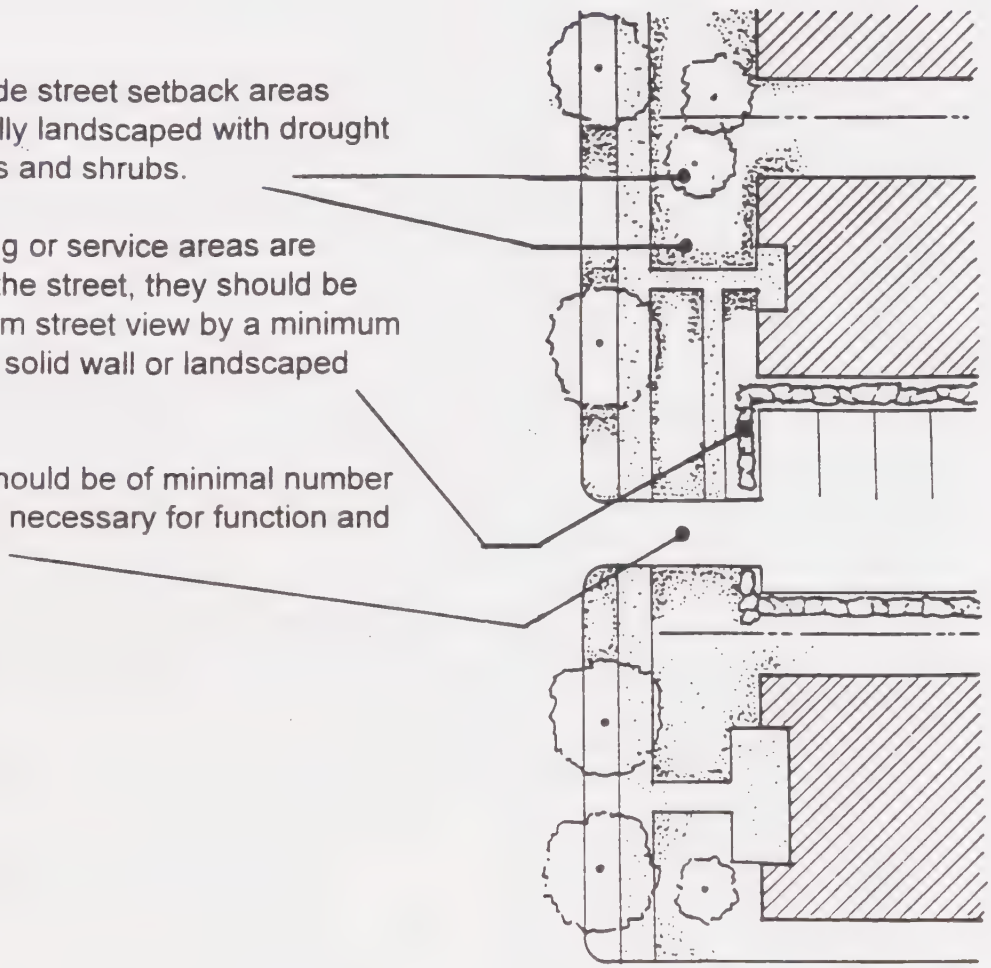
Property development standards for the SC District are given in Section III D.3. Required street edge standards include:

- A 10-foot minimum building setback from the front property line, measured from the property line at the planned street right-of-way.
- A 10-foot minimum building setback from the side street property line.
- Off-street parking and service areas shall not be located in required front or side street setback areas.
- Required front and side street setback areas shall be fully-planted with a combination of trees and shrubs.
- Off-street parking and service areas visible from public streets must be screened from view with a minimum 30-inch high solid wall or landscaped edge.

(See Guidelines on next page.)

Guidelines:

- Front and side street setback areas should be fully landscaped with drought tolerant trees and shrubs.
- When parking or service areas are visible from the street, they should be screened from street view by a minimum 30-inch high solid wall or landscaped edge.
- Driveways should be of minimal number and width as necessary for function and safety.



4. Pedestrian Emphasis (TC and TC-H Districts)

This Guideline applies to the TC and TC-H districts of the Specific Plan area.

The emphasis of design throughout downtown Redlands is to create a high-quality pedestrian environment. Buildings should address pedestrian needs and develop creative approaches to improving pedestrian interest, access and enjoyment.

a. Active Building Frontages.

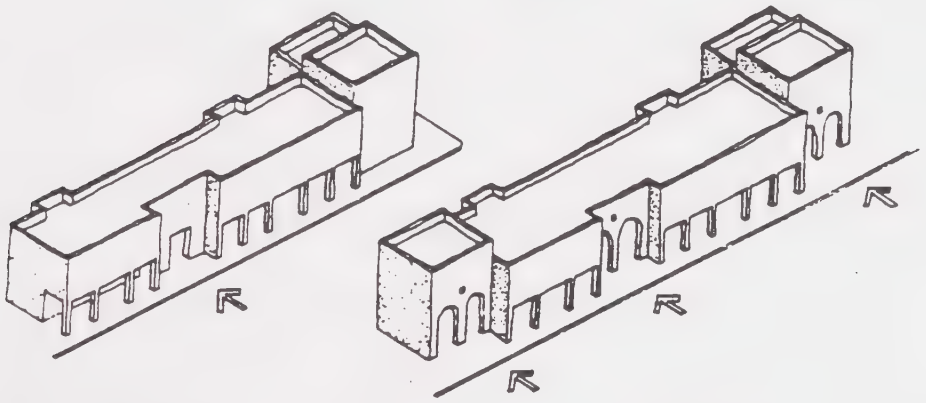
Pedestrian interest should be maximized by creating active building frontages with inviting indoor and outdoor spaces visible from the sidewalk and street.

- Active building frontages are essential to strengthen downtown Redlands pedestrian character. Buildings should provide generous openings at ground level to allow views of display windows by pedestrians and passing traffic.

- Entry courtyards, gardens and street-facing patios can create inviting outdoor spaces that offer a rich pedestrian experience. Site amenities such as seating, shade, public art, special landscaping and paving are helpful to further this intent.

b. Building Entrances.

Commercial buildings with long frontages are encouraged to provide frequent building entrances along the street when possible. Side or rear building entrances should always be accompanied by a front, street-facing entrance.



Discouraged.
Long distance between entrances.

Encouraged.
Frequent street entrances.

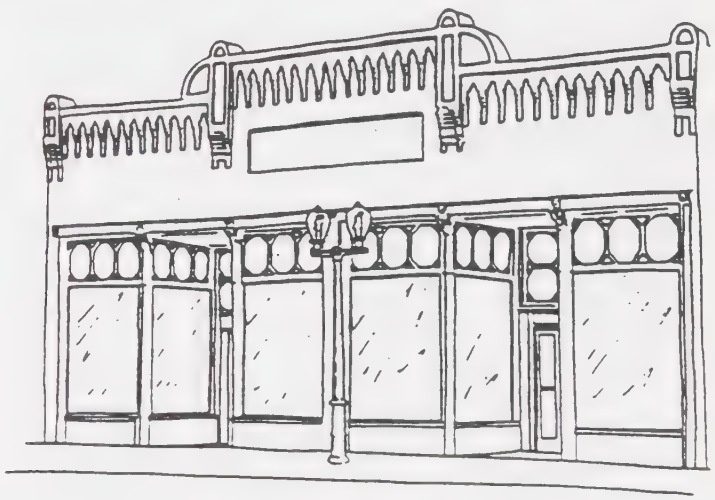
Building Entrances

c. Storefronts

- All new buildings and renovations should give careful consideration to providing an attractive storefront for pedestrian variety and interest.

Storefronts are the most important elements of a pedestrian-oriented streetscape. Together with display windows, awnings and signs, storefronts make up the character of each building.

Historically, storefronts in downtown Redlands were well-integrated with the rest of the building. Doorways, windows, signs, awning were balanced and complemented the building above, including the second story windows, parapet walls and cornices.



Historical Storefront

d. Windows/Transparency

- Pedestrian activity should be encouraged by providing views into shops, offices and restaurants.

- At sidewalk level, buildings must be primarily transparent. A minimum of 50% of all first floor facades with street frontage should consist of pedestrian entrances, display windows or windows affording views into retail, offices, gallery or lobby space. The building wall subject to transparency requirements shall include the portion between three feet and ten feet above the sidewalk.

- All glass in windows and doorways should be clear for maximizing visibility into stores. A minimal amount of neutral tinting of glass to achieve sun control is acceptable if the glass appears essentially transparent when viewed from the outside. Opaque and reflecting glass should not be used.

- Buildings and establishments where goods and services are not offered shall contain at least passive elements focused to the pedestrian. These may include architectural detailing, art work, landscaped areas or windows for public service use.

e. Entry Ways

- Entry ways to stores should be recessed for visual interest and to minimize doors swinging into the sidewalk right-of-way.

Building entries should create a focus or sense of entry for the structure. Wall recesses, roof overhangs, canopies, arches, signs and similar architectural features are integral elements of the building design which call attention to the importance of the entry.

The "Phinney Block"

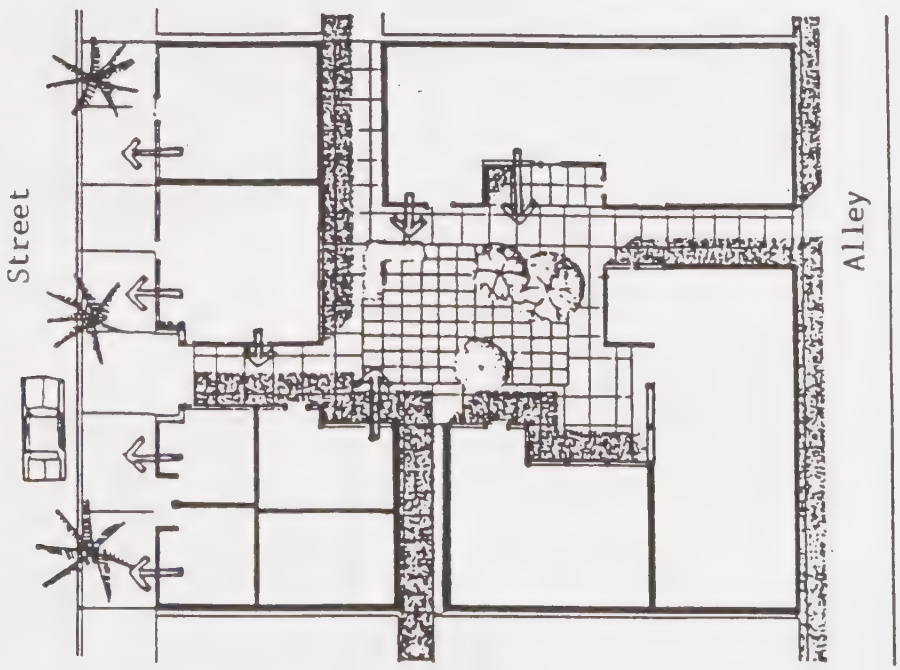
f. Courtyards, Patios, Plazas

Downtown buildings are encouraged to provide courtyards, patios, plazas and gardens which accommodate outdoor activities, give scale and focus to a building or site, and provide a sense of transition between indoors and outdoors. Courtyards should supplement rather than take away from street activity. Courtyards designed to diminish street activity are discouraged.

Downtown Redlands has potential to develop more courtyard buildings that take advantage of the City's excellent climate. Characteristics of courtyards and courtyard buildings encouraged are:

- Courtyards should be partially visible from the street or linked to the street by a clear circulation element such as an open passage or covered arcade.

- The edges of courtyard spaces should contain retail shops, restaurants, offices or other activities. Blank walls and dead spaces without pedestrian interest should be minimized.



Courtyards

- The design of the courtyard may provide a choice of sunny and shaded areas, variety of texture and color, movable seating and tables, and sculpture or fountain as a focus.

5. Historic Buildings and Sites

Downtown Redlands has a rich variety of historic architectural resources that exhibit a variety of periods and styles. An historic building which retains the historic character from the period in which it was created can substantially contribute to a new development and the community.

Preservation and careful rehabilitation of a designated historic building or contributing building in an historic district can take advantage of special allowances of the State Historic Building Code as well as Federal tax incentives.

a. Compatibility With Historic Resources

New development should preserve and be compatible with existing downtown historic resources. Particular emphasis should be placed on achieving an intimate scale and a concern for craftsmanship.

New developments which are built on or adjacent to designated historic sites, older buildings of substantial historic character, or within historic districts should be respectful of the historic building or site. While not mimicking the older structure, the development should consider the compatibility of size, shape, scale, materials, details, textures, colors and landscape features.

b. Diligent Effort to Rehabilitate

Plans to renovate or alter an historic site should demonstrate a diligent effort to retain and rehabilitate the historic resource.

It is recognized that, in some instances, the location or condition of an historic building may be such that it is not feasible to preserve and rehabilitate. When the location of a building is such that retention on its existing site is not feasible, an effort should be made to move the structure to another suitable location within the City of Redlands with of the cost to be paid by the developer of the original site. When structural, cost or construction considerations do not make retention of an historic building feasible, consideration should be given to retaining part of the structure.

Historic buildings which are renovated are encouraged to follow "The Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Building" published by the U. S. Department of the Interior, National Park Service. A copy of the Standards and Guidelines is available at the City of Redlands Community Development Department.

The Guidelines are too lengthy to be repeated here, but the Standards of Rehabilitation are as follows:

1) Every reasonable effort shall be made to provide a compatible use for a property which requires a minimal alteration of the building, structure, or site and its environment, or to use a property for its originally intended purpose.

2) The distinguishing original qualities or character of a building, structure, or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.

3) All buildings, structures, and sites shall be recognized as products of their own time. Alterations that have no historical basis and which seek to create an earlier appearance shall be discouraged.

4) Changes which may have taken place in the course of time are evidence of the history and development of a building, structure, or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected.

5) Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure, or site shall be treated with sensitivity.

6) Deteriorated architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historic, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.

7) The surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials shall not be undertaken.

8) Every reasonable effort shall be made to protect and preserve archaeological resources affected by, or adjacent, to any project.

9) Contemporary design for alternations and additions to existing properties shall not be discouraged when such alternations and additions do not destroy significant historical, architectural or cultural material, and such design is compatible with the size, scale, color, material, and character of the property, neighborhood or environment.

10) Wherever possible, additions or alterations to structures shall be done in such a manner that if such additions or alternations were to be removed in the future, the essential form and integrity of the structure would be unimpaired.

The City and local historical groups will offer advice to owners remodeling heritage buildings. It is hoped a strengthened appreciation of our heritage will take place in downtown Redlands. This will enable future generations to enjoy Redlands' historic resources and reinforce the downtown areas's design goals.

6. Architectural Character

a. Building Height and Bulk

There are no specific height limitations, however, the following may serve as guidelines:

There is a maximum of three stories, not to exceed fifty-five (55) feet, permitted in the Town Center (TC), Town Center Historic (TC-H) and Service Commercial (SC) Districts.

Buildings should minimize their perceived height and bulk as viewed from public streets. Suggested methods of reducing perceived height and bulk follow. Although these methods are encouraged, other approaches that achieve the same objectives are acceptable.

(1) Reduction of Apparent Width

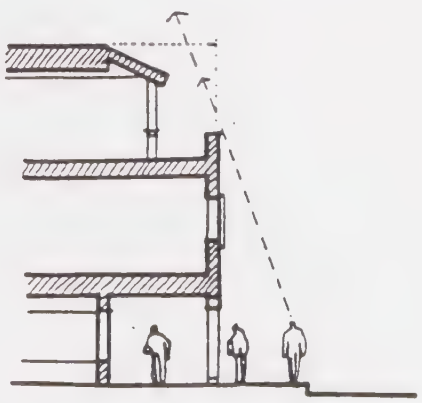
- Buildings over 50 feet wide should divide their elevations into smaller parts. This can be accomplished by a change of plane, projection or recess. Large or long continuous wall planes should be avoided.

- Recesses and projections may be used to divide the mass of the building into smaller-scale elements and to provide strong areas of shade and shadow. Recesses may define courtyards, entries or other outdoor spaces along the perimeter of the building. Recessed or projected balconies, porches and arcades create a sense of depth in a building wall, contrasting surfaces exposed to the sun with those in shadow.

- Projections can emphasize important architectural features such as entrances, bays, stairs, balconies and arcades.

(2) Vertical Stepback

- Buildings over two stories high should step back their upper story street-facing facades to reduce apparent height and bulk. The stepback should normally be at least 10 feet in depth.



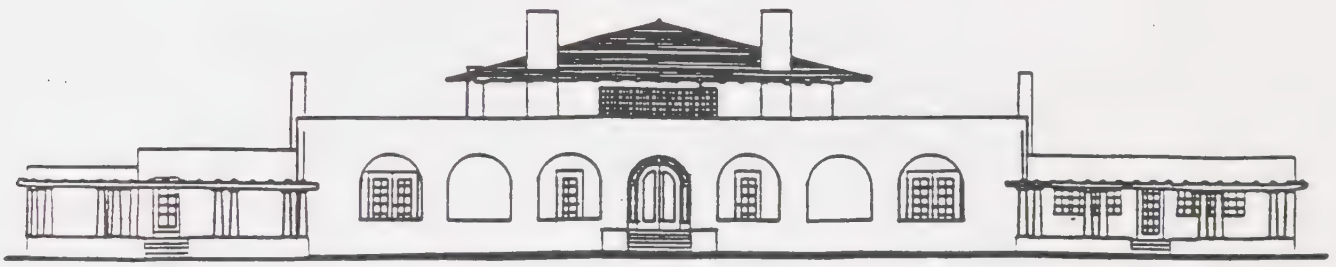
Vertical Stepback

(3) Vertical Composition

A traditional principle which is often helpful in reducing building bulk and improving pedestrian scale is to divide the mass of the structure into distinct horizontal parts. The parts should express a sense of base, mid-section and top. This is especially helpful for three story buildings, and can achieve a more sculptured building form.

- The **base** may be a shaded element that establishes a strong visual relationship to the ground plane. A covered walkway or arcade set in shadow and carefully integrated with the total building form is one desirable method. Architectural detailing may also be used when a covered walkway is not appropriate.

- The **mid-section** is the "body" of the building. The preferred architectural character of the mid-section is to treat it as a solid wall with recessed windows or groupings of windows. Long or large wall surfaces with flush-mounted windows should be avoided.



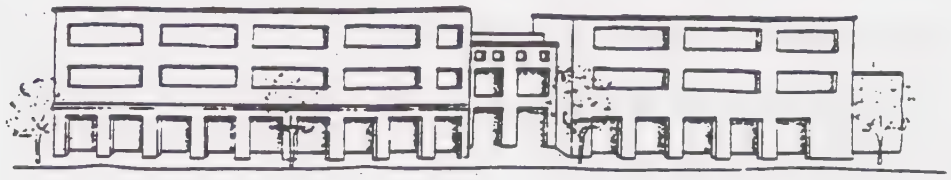
- The top story of the building should develop a lighter character. As a general principle, the upper story of the building should reduce its floor area and building mass. A sculpted roof form that develops a silhouette against the sky is encouraged.

(4) Architectural Details

- Details such as deep reveals, expressed columns, deeply-recessed doors and windows, and changes in texture help divide a wall plane into smaller-scale parts that relate to human size and scale.

b. Proportion and Scale

Proportion is defined as the relationship between parts of a building or building element. Scale is the relationship of the building to human size. Varied proportions are desired in the design of building elevations. The scale of building elements, especially at the pedestrian level, should be kept intimate and close to human size with relatively small parts.



Avoid Repetitive Proportions

Varied Proportions Encouraged

Building parts scaled to human size.

Proportion and Scale

C. Materials and Colors

(1) Coordination with the district and neighboring properties

Exterior building materials and colors should contribute to a unified downtown environment. Harmony with neighboring buildings is to be emphasized. In districts where a particular building material predominates, the new project is encouraged to use the same palette or a similar palette compatible in texture, color and scale with the predominant material. Coordination of materials used on adjacent buildings is desirable.

(2) Selection of building materials

(a) Recommended exterior building materials compatible with downtown Redlands are:

- Natural materials, such as wood, brick, unpolished stone.
- Cement plaster (stucco) or similar material.
- Textured masonry with integral color.
- Formed concrete with integral color and a textured finish.

(b) Discouraged exterior building materials are:

- Large areas of glass, unless located at pedestrian level for store fronts.
- Highly reflective or mirror-like materials that reflect glare into the surrounding environment. These materials should be used only in small areas for architectural details near the ground level.
- High contrast color glazed masonry except for small areas of detail.
- Glass curtain walls.
- Synthetic materials made to resemble masonry.
- Metal panels.
- Exposed concrete masonry. Split faced concrete masonry units with integral color and texture may be used in the Service Commercial District and with discretion in the other districts for portions of buildings, but is discouraged as a primary exterior building material.
- Plastic materials.
- Continuous strips or bands of glass without interruption by mullions. The use of flush-mounted glass used in long horizontal patterns should be avoided.
- Windows
- To reduce solar heat gain and reflection of glare, windows and large areas of glass should be recessed in shadow. It is preferable that large glazed areas be

divided into smaller parts by using mullions to express individual windows or groupings of windows.

- The provisions of the above paragraph do not apply to storefronts.

(d) Walls

- Expression of wall thickness is desirable. Reveals, returns and deep recesses at openings are encouraged to exaggerate wall thickness.

(3) Color

The use of color in downtown buildings should seek an overall harmony and limited palette. Colors should follow those now in predominant downtown use: light and muted earth tones for basic surfaces with strong hues only as accents. Color is encouraged in detail and ornamentation.

(a) Recommended colors:

- Light and muted earth tones, including off whites such as ivory.
- Natural brick, stone and wood tones.
- For ground surfaces and roofs: warm earth tones.
- Accents: Saturated and bright colors may be used in small areas for detail, ornamentation, doors and windows, stairs or other architectural features.

(b) Discouraged colors:

- Highly-reflective colors that cause glare.
- Large dark buildings or surfaces.
- Large areas of dark glass.
- Colors so dark or intense as to neutralize shadow patterns.
- Saturated hues and bright colors except for use in small areas.

d. Architectural Detail

Architectural detail and ornamentation that enrich buildings and exhibit craftsmanship are encouraged.

- Cornices, ornamental moldings, lamps and other architectural details that provide visual interest, shadow, contrast and color are encouraged. This is especially desirable at the pedestrian level. Details should be carefully integrated with the design concept of the building.

- Balconies provide spaces for outdoor activities and are often helpful to give scale to a building wall. They provide an element of human size which can effectively contrast with the solid, massive character of a wall.

- Outdoor stairs can create rich entry sequences and help to make upper stories of a building more visible.

Architectural Detail: La Farge Plaza

7. Off Street Parking Facilities

Standards for the location of off-street parking facilities are described in Section III C.1 through III C.3.

a. Access

- Curb cuts for driveways should be limited to a minimum number. Except in special cases for large projects, only one curb cut shall be permitted on each public street frontage of the property. Corner properties with more than one street frontage should locate access driveways on the street with the least traffic volume.

- Access for service vehicles, trash collection and storage areas should be located on alleys where they exist. When no alley exists, the access should be located on the street with least traffic volume.

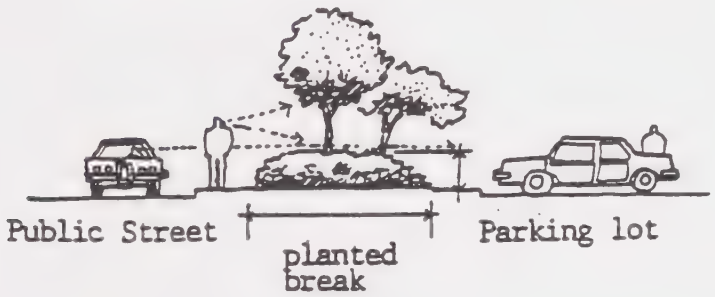
b. Parking Lot Perimeters

- Off-street parking lots should be visually screened from street view by planting or a combination of planting and low walls.

  A continuous screen at least 30 inches high should be formed by a solid wall or planting. If shrubs are used to create this screen, the shrubs should be a minimum of 30 inches in height after two years growth. Space shrubs in massed plantings so that branches intertwine. Solid walls used for screening must be accompanied by a minimum 3 foot wide landscaped edge facing the street.

- Planted perimeter areas must be at least 5 feet deep along public streets and interior property lines.

- Parking lots must be set back at least 5 feet from the edge of a building. The 5 foot area between the parking lot and building should be fully landscaped, unless used as a pedestrian walkway. In the SC District, such landscaping is not necessary if it would not be visible from the street.

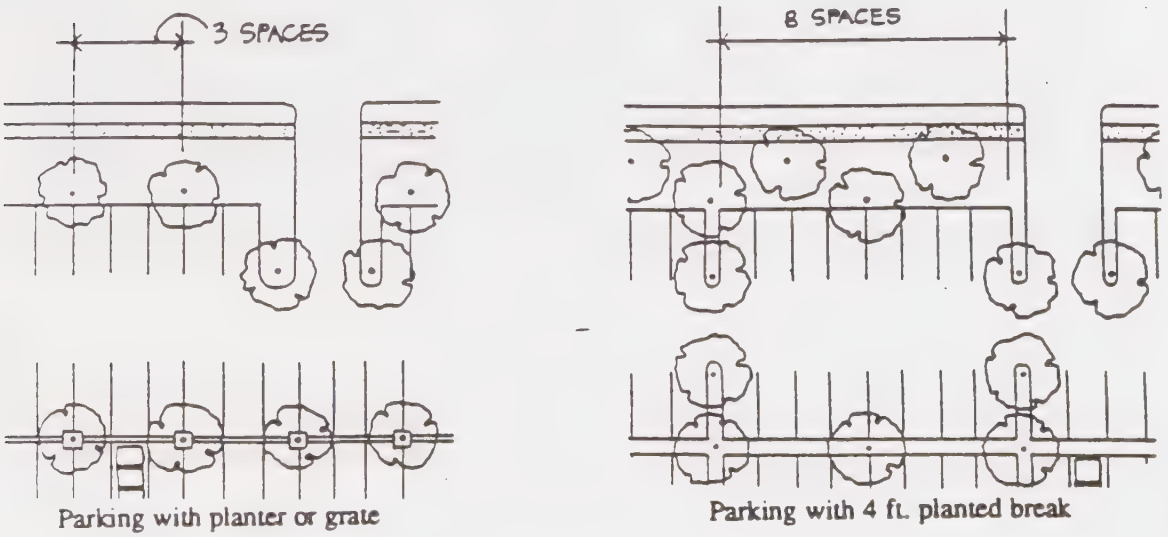


Planted Break

c. Internal Parking Lot Planting

- Parking lots should include internal planting to develop tree canopies that soften the visual impact of the lots and provide relief from heat build-up.

- Trees which have a spreading shape to maximize shade should be emphasized in parking lots. Vertical shaped trees should be avoided except as accent trees near buildings.



Parking Lot Planting

For all parking lots greater than 5,000 square feet, an internal area at least 8 percent of the total parking area should be planted with a combination of trees and shrubs.

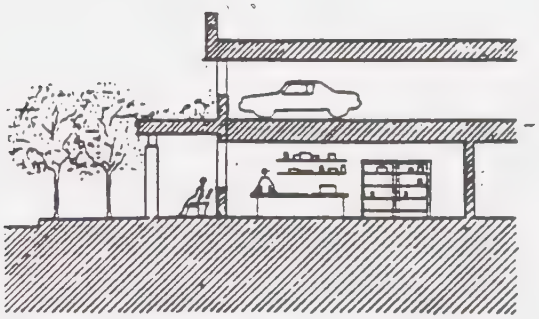
d. Parking Structures

- In the TC and TC-H districts, structured parking is encouraged. If not feasible in the immediate development program for the site, consideration should be given to a longer term master plan for the site that would eventually convert surface parking areas to additional building space accompanied by structured parking.

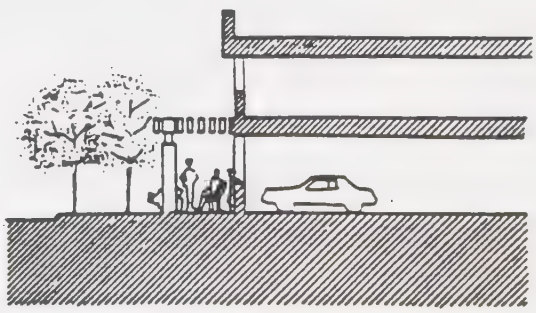
- The visual impact of parking structures should be minimized by locating them at the rear or interior portions of the property when possible.

- Parking structures which must be located on public street frontages should:

  - Minimize the street frontage of the structure by placing its short dimension along the street edge when possible.
  - Develop activities such as shops, offices or other commercial space along the ground level of the street frontage.
  - When this is not possible, provide a planted patio space between the structure and the street.



Parking structure with ground floor shop.



Parking structure with planted patio space.

8. Signage

a. General Design Criteria

The provisions of the City of Redlands Sign Code shall be followed in the Specific Plan area. Where a conflict between the Sign Code and these Design Guidelines may occur, the more restrictive provision shall apply unless specific language in the Design Guidelines permits a sign type that is otherwise prohibited by the Sign Code.

- All signs should be a minimum size and height to adequately identify a business.
- Signage design should be carefully integrated with site and building design to create a unified appearance for the total property.
- Signs should be carefully located for safety so as not to block driveway views of oncoming traffic.
- Illumination projected onto the sign face is encouraged. In the event a sign is illuminated, the light source shall be fully shielded from view. Internally illuminated plastic signs are prohibited in the TC-H, Town Center-Historic Distric except for signs for a movie theater, which may be internally lighted.
- Typefaces should be chosen for their simplicity and clarity. Signs on older buildings are encouraged to use a typeface from the period the building was built.
- Sign posts and other structural elements should be made of wood or metal with a white, earth-tone, black, or natural stain finish. Reflective or bright colors should be avoided.
- A master signage program shall be designed for new projects containing three or more business establishments.
- In the case of existing signs or pre-existing signs that can be verified by photographic record and are at least 60 years old, the sign may be restored or recreated in its original form. Signs qualifying under this provision are exempt from the provisions of this guideline but remain subject to Planning Commission discretionary review.
- All movie theater signs— including building- mounted signs and marquees—shall be subject to review and approval by the Planning Commission.

b. Sign Types

The following sign types are recommended in the Specific Plan area:

- Awning Valance: A sign or graphic attached to or printed on an awning's valance.
- Hanging: A sign attached to and located below any eave, canopy or awning.
- Marquee: A sign installed at a movie theater to identify the theater and advertise the movies currently playing.
- Projecting: Any sign which projects from and is supported by a wall of a building with the display of the sign perpendicular to the building wall.
- Wall: A sign affixed directly to an exterior wall or fence.
- Window: A sign affixed to or behind a window.
- Monument signs may be used in the TC and SC districts, but not in the TC-H district, unless specific findings as outlined herein are made by the Planning Commission. Findings for monument signs in the TC-H district are:

    1. The sign may be used in conjunction with new development only.

    2. The sign shall include only the name of the business.

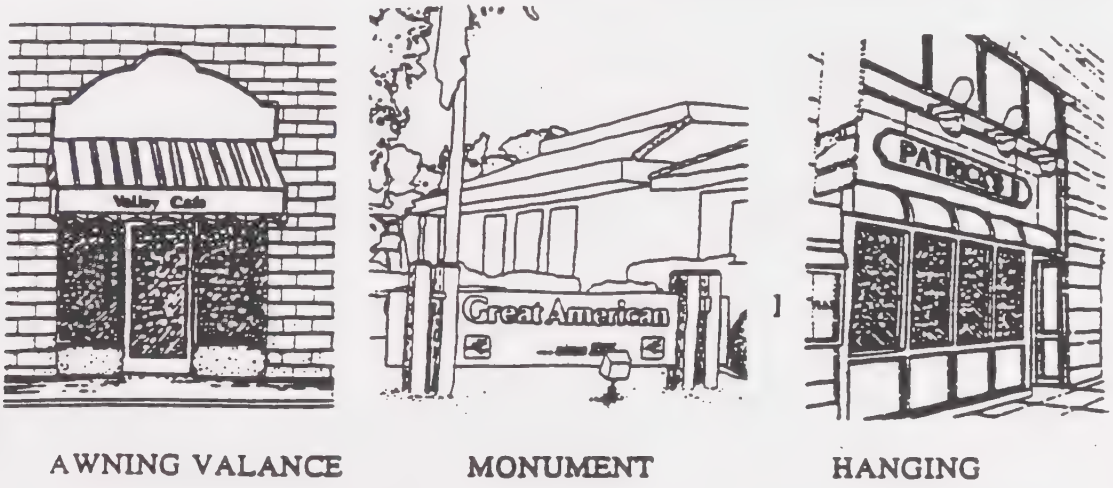
    3. The Planning Commission shall find that the monument sign is necessary because:

        a) Architectural detailing of the building makes a wall sign or other building attached signage, impractical, and that a wall sign, or other building attached signage, would detract from the building design; or

        b) The orientation of the building relative to existing streets of surrounding development limits the visibility of wall signs.

    4. The signage criteria outlined in Section 8 of the Specific Plan are complied with.

A monument sign is a sign supported by one or more upright or braces on the ground.



AWNING VALANCE MONUMENT HANGING

PROJECTING WALL WINDOW

Sign Types

- Movie theaters may use any or all of the following types of signs:

  1. Building-mounted marquee to identify the movie theater and any or all of the movies showing in the theater.
  2. Free-standing marquee to identify the movie theater and any or all of the movies showing in the theater.
  3. Building-mounted signs to identify the movie theater.

4. A marquee directly over the ticket window(s) for the convience of ticket buyers to identify movies and show times.
5. Movie posters to display current and coming attractions.

c. Sign Area and Number

(1) Maximum letter and symbol height: Eight inches on all sign types except wall signs, which shall comply with the following criteria. Letter height for wall signs not located on a movie theater shall be based on the store footage or the store frontage, whichever is less:

Letter/Symbol Height Standards for Commercial Uses (Excluding Movie Theaters)

Letter Height	Store Square Footage	Store Frontage
up to Twelve Inches (12")	0-4999.9 Square Feet	50 Feet or less
up to Twenty-Four Inches (24")	5000- 9999.9 Square Feet	100 Feet or less
up to Thirty- Six Inches (36")	10,000 + Square Feet	100 + feet

No maximum letter height shall be established for movie theaters, with the following exception:

- Letters on box office marquee signs identifying the movies and/or show times shall be no more than three inches (3") high.

(2) The sign size limits listed for the C-3 General Commercial District in the Redlands Municipal Code shall apply to all Districts of the Specific Plan area, with the exception that movie theaters shall be subject to the following size limits:

- Building-mounted marquee signs shall be limited to the larger of either two hundred (200) square feet or twenty (20) square feet per screen in a multi-screen theater. All screens in a multi-screen may be used to calculate the marquee size.

- Freestanding marquee signs shall be limited to the larger of either a) two hundred (200) square feet or b) twenty (20) square feet per screen in a multi-screen theater. Freestanding marquee signs may be increased to a maximum of twenty-five (25) square feet per screen, subject to aproval by the Planning Commision, if it is determined that the sign's architectural design is of such a quality and/or character as to warrant the increase in

marquee size. All screens in a multi-screen may be used to calculate the marquee size.

- The size of a building-mounted marquee shall be calculated separately from a freestanding marquee. Allowable sign area in excess of the amount used may not be transferred from a building marquee to freestanding marquee or from a freestanding marquee to a building marquee.

- Building-mounted signs (exclusive of marquees) shall be limited to a maximum of two hundred (200) square feet. One sign may be increased in size in excess of two hundred (200) square feet, subject to approval by the planning Commision, if it is determined that the sign's architectural design is of such a quality and/or character as to warrant the increase in size. Up to two (2) square feet of sign per foot of building frontage may be permitted, subject to approval by the Planning Commision, if it is determined that the design of proposed signs is of such a quality and/or character as to warrant the increase of total area.

- No maximum size for box office marquees is established, other than the limit on letter height contained in §VI.8.c.1. The size of a box office marquee shall not be counted toward the total sign area on a theater.

- Exterior poster cases shall be limited to a maximum size of thirty-nine inches (39") wide by fifty-two inches (52") high. The size of poster cases shall not be counted toward the total sign area on a theater.

(3) Sign height limits (all dimensions are above grade)

- Awning Valance and Projecting: 12 feet

- Monument: 4 feet

- Hanging and Wall: 15 feet

- Window: 7 feet

- Freestanding theater marquee: 20 feet to the top of the marquee area. The overall height of the sign structure may exceed 20 feet (up to the maximum height limit in the land use district), subject to approval by the Planning Commision, if it is determined that the sign's architectural design

is of such quality and/or character as to warrant the increase in height. In no case shall the top of the marquee area exceed 20 feet in height above the ground.

These height limits shall not apply to signs located on a movie theater building.

(4) Projecting signs should be limited to a 2 foot projection from the wall face they are mounted on and should be not greater than 4 square feet in area of a single face. Projecting Signs should clear public sidewalks and private walkways by at least 7 feet.

(5) Multi-family residential properties of 12 or more units may have one sign of 10 square feet or less.

(6) Address numerals are not counted toward signage area, nor are traffic direction or public information signs.

(7) The following limits shall apply to the number of signs at a movie theater:

- Building-mounted marquee: Maximum of one (1) sign.
- Freestanding marquee: Maximum of one (1) sign.
- Exterior poster cases: Maximum of one (1) poster case for every two (2) screens. Poster cases must be located within forty (40) feet of an entrance into the theater lobby. Poster cases may be located in a freestanding structure more than forty feet (40') from a lobby entrance if approved by the Planning Commission. Poster cases on a freestanding structure shall be limited to a maximum of one (1) for every four (4) screens.

d. Prohibited Signs

The following signs are prohibited in the Specific Plan area:

- Roof and parapet signs.
- Internally illuminated plastic signs in the TC-h Town Center- Historic District, except for signs developed in conjunction with a cinema or theater. All plastic signs are prohibited, unless approved by the Planning Commision.

- Pole signs, including freeway-oriented signs.
- Portable or mobile signs, except as permitted per Redlands Municipal Code, Section 15.36. 565.
- Signs which cover or interrupt architectural features.
- Off-site signs.
- Neon signs over 2 square feet in area except as approved by the Planning Commision for a movie theater.

9. Building Equipment and Services

- Carefully locate building equipment and services to minimize their visual impact on public streets and neighboring properties.
- Trash containers and outdoor storage areas should be screened from view from public streets, pedestrians areas, and neighboring properties. The screen for trash containers should be designed to be compatible with the architectural character of the development and be of durable materials.
- Locate utility meters and other mechanical and electrical equipment in service, loading, or screened areas. Exterior surface-mounted utility conduit and boxes should be kept to a minimum. Where they do exist, they should be designed, painted, or screened to blend in with the design of the building to which they are attached.
- Mechanical equipment, solar collectors, satellite dishes, communication devices, and other equipment should be concealed from view from public streets, adjacent properties, and pedestrian-oriented areas to the extent technically practical.
- Roof-mounted equipment is discouraged. When such equipment is necessary, it should be screened from view from roads, adjacent properties, and pedestrian areas. Special attention should be given to changes in elevation which may provide a view down to a roof, such as from the Interstate 10 freeway. In this case, enclose the equipment in a screened shelter or design the layout of exposed equipment in an orderly fashion. Paint the equipment in a color similar to the rest of the roof.

- Screening devices (rooftop and at ground level) should consider the following elements:

  - Architectural screens should be an extension of the development's architectural character.

  - Screen walls should be constructed of low maintenance and durable materials which are consistent with the main building's materials.

  - Landscaping should be used in conjunction with building materials to complement ground level screening devices.

10. Site Lighting

a. General Design Criteria

- Limit the amount and intensity of lighting to that necessary for safety, security and to compliment architectural character. Lighting is not permitted which would spill onto, or interfere with the character of, the surrounding neighborhood.

- Lighting which is visible from adjacent properties or roads must be indirect or incorporate full shield cut-offs.

- Service area lighting should be designed to avoid spill-over onto adjacent areas.

b. Parking Area Lighting

- For commercial parking areas, overhead lighting should be mounted at a maximum height of 15 feet above the paved surface.

- For residential parking areas, overhead lighting should be mounted at a maximum height of 10 feet. The placement of lighting in residential parking areas should avoid interference with bedroom windows.

c. Walkway, Garden, and Pedestrian Area Lighting

- Overhead fixtures used for pedestrian areas should be limited to a height of 10 feet.

- Along walkways, low-level lighting fixtures mounted on short posts are encouraged. Shatterproof coverings are recommended. Posts should be located to avoid hazards for pedestrians or vehicles.

VII. IMPLEMENTATION

Following are recommendations for public and private actions to implement the Specific Plan:

A. Public (City and Redevelopment Agency) or Joint Public-Private

1. Adoption of the Specific Plan, including new land use regulations, property development standards and design guidelines.

   Immediate action.

2. Federal approval of Redlands Santa Fe Depot Historic District.

   Recorded on the National Register of Historic Places, October, 1991.

3. Street and streetscape improvements*, by priority:

   a. Eureka Street, from Pearl Avenue to Redlands Boulevard. Immediate.
   b. Pearl Avenue, between Eureka Street and Sixth Street.
   c. Third Street, between Oriental Avenue and Redlands Boulevard.
   d. Stuart Avenue, between Texas Street and Orange Street. As new development occurs.
   e. Stuart Avenue, between Sixth Street and Church Street. As new development occurs.
   f. Third Street, between Pearl Avenue and Stuart Avenue; Seventh and Ninth Streets, between Redlands Boulevard/Central Avenue and High Avenue. As new development occurs.

   * Some of the above street and streetscape improvements will be the responsibility of private developers.

4. Parking structure, Oriental Avenue, in Santa Fe Depot Historic District.

   By joint program of City/Redevelopment Agency and property owners through parking assessment district.

   Implement when participating properties develop.

5. Open space improvements, by priority.

   a. Completion of Santa Fe Trail (Shoppers Lane).
   b. Pedestrian Plaza in Santa Fe Depot Historic District. With construction of parking structure.
   c. Pedestrian alley, 500 block of Orange Street.
   d. Zanja Park. With construction of new storm drain.
   e. Santa Fe Pedestrian Trail/Bike Path. When railroad right-of-way is abandoned.

6. Sewer and Utility Improvements

   a. Zanja drain. Planning currently in process.
   b. Other sewer and utility improvements are listed in Section IV.D. Many of these improvements will be the responsibility of private developers, completed when development occurs.

B. Private

The projected rate of private development generated by market demand is reviewed in Section III Land Use.

APPENDIX A

Legal Description of Specific Plan Area

BEGINNING at the intersection of the East right-of-way line of Texas Street and the South right-of-way line of Interstate 10 Freeway; thence East along the South line of the Interstate 10 Freeway to an intersection with the West right-of-way line of Eureka Street; thence along the South right-of-way line of Pearl Avenue to the East right-of-way line of Sixth Street; thence along the South right-of-way line of the aforesaid Interstate 10 to the intersection with the West right-of-way line of Church Street; thence South to an intersection of the West right-of-way line of Church Street and the North line of the Southern Pacific Railroad right of way, as shown by Record of Survey recorded in Book 56 of Surveys, Page 51, records of San Bernardino County; thence Southwesterly along the Northerly line of said Southern Pacific Railroad right of way, as shown by said Record of Survey, to an intersection with the West right-of-way line of Ninth Street; thence South along the West right-of-way line of Ninth Street to the North line of Redlands Avenue as shown by FAIRBANKS AND WILSON SUBDIVISION of a Part of Lot 30, Block 77 of a Part of RANCHO SAN BERNARDINO, as shown by plat recorded in Book 4 of Maps, Page 46, records of said County, said point being the Southeast corner of Lot 12, Block C of said subdivision; thence West along the North line of said Redlands Avenue, said North line being the formerly North line of the Southern Pacific Railroad right of way to the East right-of-way line of Seventh Street; thence South along the East line of Seventh Street to the North right-of-way line of Redlands Boulevard; thence West along the North right-of-way of Redlands Boulevard to an intersection of said line and the West right-of-way line of Eureka Street; thence along the Westerly right-of-way line of Eureka Street to an intersection with the South right-of-way line of Oriental Avenue; thence Westerly along the South right-of-way line of Oriental Avenue to an intersection with the East right-of-way line of Texas Street; thence North along the East right-of-way line of Texas Street to the point of beginning.

Prepared by:

Harold R. Hartwick
L.S. No. 2851

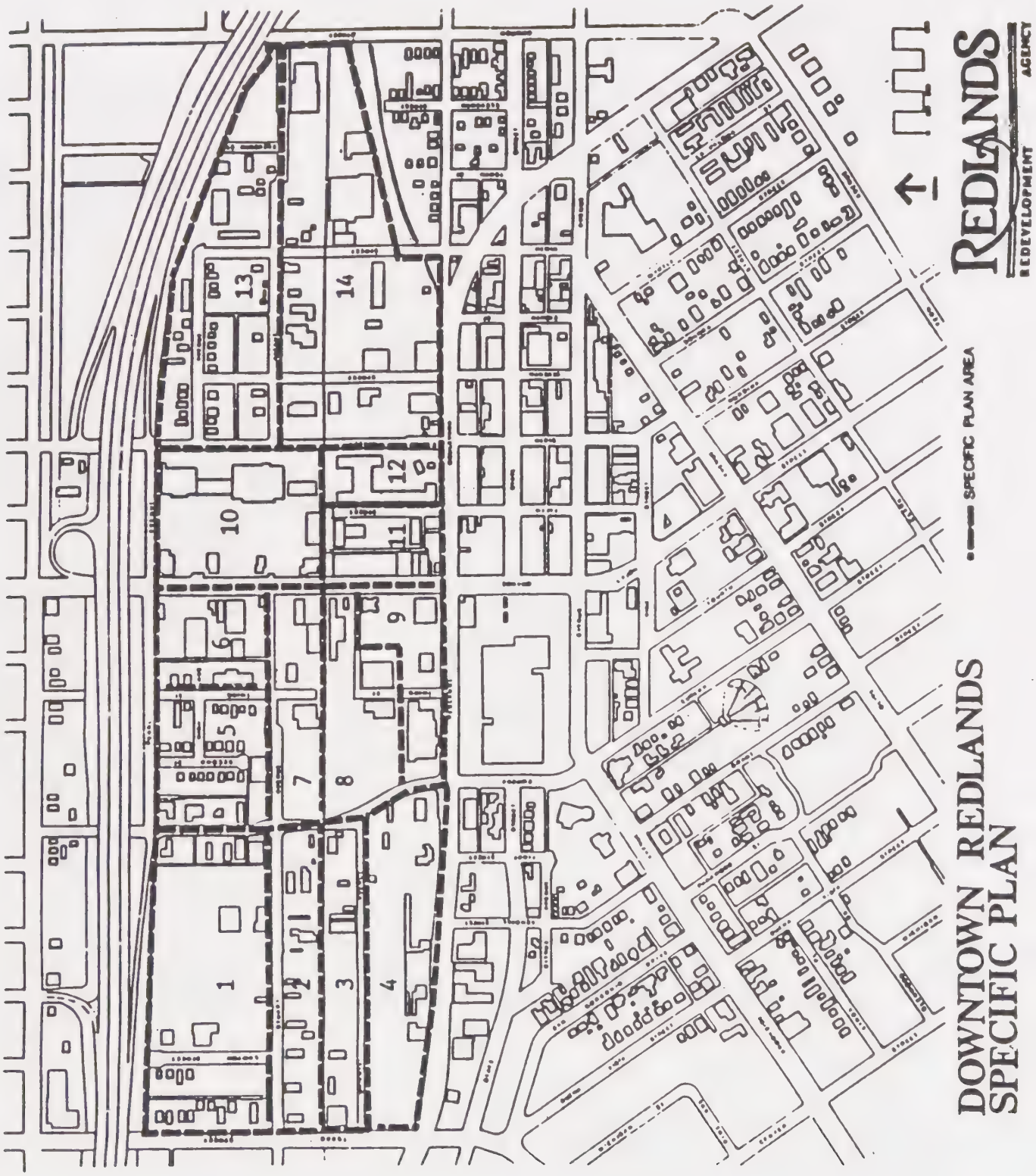
January 2, 1990

This page intentionally blank to preserve page order.

APPENDIX B

Buildout Potential of the Specific Plan Area

Area No.	Area (Sq.Ft. of Sites	Existing Develop. to remain (Sq. Ft.)	Potential Develop. Sq. Ft. New
1	844,000		Office-retail @ FAR .5 = 422,000
2	260,000		Service commercial @ FAR .3=78,000
3	260,000		Service commercial @ FAR .3=78,000
4	544,000 (not in SPA)	Auto sales, auto services = 90,000	0
5	348,000		Office-retail @ FAR .5 = 174,000
6	248,000		Hotel-retail @ FAR .7 = 173,600
7	210,000	27,000 (all conversion to retail, office)	Office-retail @ FAR .5 = 78,000
8 (Hist. District)	230,000	* All exist. bldgs. are adaptive reuse (listed under new)	Retail:43,300 Rest: 16,000 Office: 17,000 Theater: 20,000
9	224,000	41,000 retail-rest. 32,000 financial 25,000 office-retail	0
10	480,000	Orange Street Plaza Retail, financial, rest. = 124,000	0
11	148,000	66,000 retail, rest, commercial services	10,000 office-retail
12	138,000	Redlands Centennial Plaza. Office-retail = 60,000	10,000 office-retail
13	536,000	Some recent service-commercial const. inc. data. (all listed under new) Some High Avenue houses may be retained and restored	Service-commercial @ FAR .3 = 160,800
14	798,000	Assumes some exist to remain. Inc. data. (all listed under new)	Service-commercial @ FAR .3 = 239,000


REDLANDS
REDEVELOPMENT AGENCY
SPECIFIC PLAN AREA
DOWNTOWN REDLANDS
SPECIFIC PLAN
1
2
3
4
5
6
7
8
9
10
11
12
13
14

APPENDIX C

Traffic Generation

LAND USE	EXISTING DEVELOPMENT			PROPOSED DEVELOPMENT		
	QUANTITY	DAILY TRIP RATE	DAILY TRIPS[4]	QUANTITY	DAILY TRIP RATE RATE	DAILY TRIPS[5]
General Office	27.4 TSF[6]	12.3	300	73.3 TSF	12.3	900
Commercial						
Retail	149.4 TSF	60.0	9,000	79.3 TSF	60.0	4,800
Service	43.2 TSF	30.0	1,300	96.9 TSF	30.0	2,900
Highway	-	-	-	22.9 AC	103.3	2,400
Department Store	-	-	-	80.0 TSF	60.0	4,800
Super Market	-	-	-	55.0 TSF	80.0	4,400
Residential						
5-6 DU/AC	195/DU's	10.0	2,000	-	-	-
10-15 DU/AC	-	-	-	230 DU's	5.0	1,200
Senior Housing	-	-	-	120 DU's	3.3	400
Restaurant	-	-	-	80.0 TSF	56.3	4,500
Hotel	-	-	-	250 RM	10.5	2,600
Public Building	47.4 TSF	25.0	1,200	-	-	-
Industrial/Warehouse	189.0 TSF	7.0	1,300	-	-	-
Total Daily Trips			15,100			28,900

---

[4] TSF - Thousand Square Feet

[5] Trips rounded to nearest 100's

[6] Trips determined under existing retail and service

Source: Greer and Company, Traffic Consultants

This page intentionally blank to preserve page order.

U.C. BERKELEY LIBRARIES
C124916191